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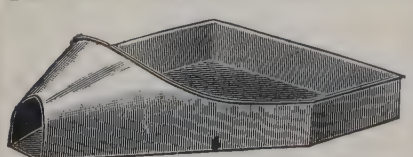

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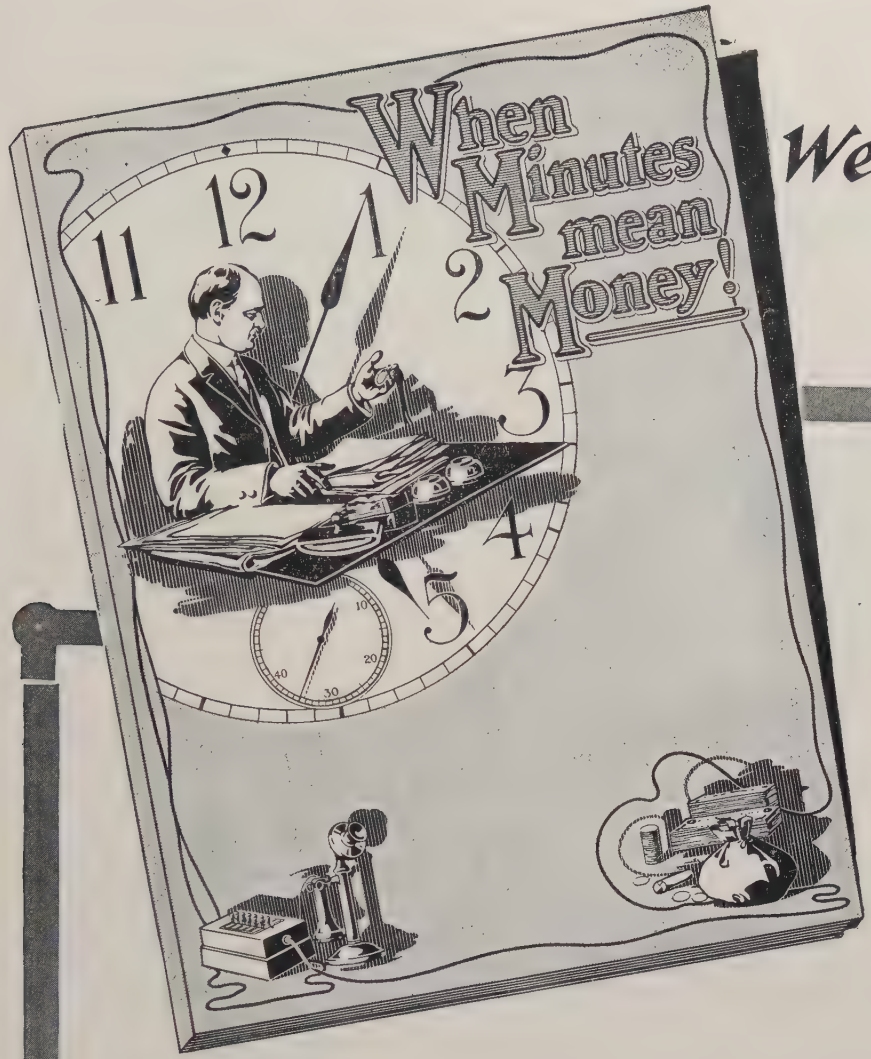
Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal.

Certain Departments in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.



Western Electric
Inter-phones

This booklet is yours— for a post card

It has been written in the hope that it may aid the American business man in finding an easy solution of the problem of maintaining a highly efficient organization and reducing the high cost of doing business—by offering an efficient intercommunicating telephone system.

Write for it and read it—then let us send our representative in your community to call on you and give you further details and an estimate.

WESTERN ELECTRIC COMPANY

Manufacturers of the 7,000,000 "Bell" Telephones

New York	Atlanta	Chicago	Kansas City	San Francisco	Montreal	London
Boston	Savannah	Milwaukee	Oklahoma City	Oakland	Toronto	Antwerp
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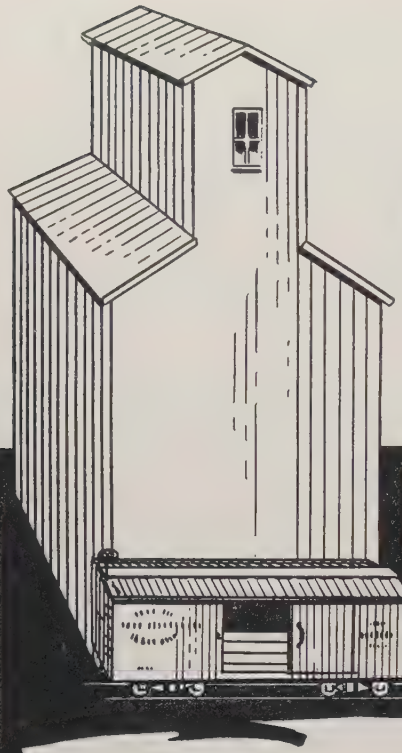
EQUIPMENT FOR EVERY ELECTRICAL NEED

Member Society for Electrical Development
DO IT ELECTRICALLY



Everything for the elevator

PULLEYS
Cast Iron,
Steel Rim,
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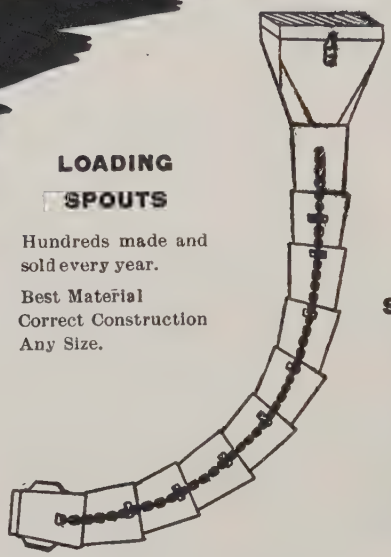
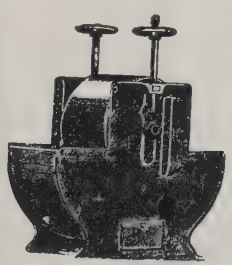
Friction,
Clutch.
Large Stocks.

LOADING SPOUTS
Hundreds made and sold every year.
Best Material
Correct Construction
Any Size.



SPROCKET WHEELS
Plain
Split or with
Clutches.

CAST IRON BOOTS
Adjustable, All Sizes



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SPROCKET CHAIN
All Sizes

BOOT PANS
All Sizes

COMPLETE LINE OF BEARINGS
Plain and Self-Oiling.

RUBBER and LEATHER BELTING.
Our Seamless Rubber Belting is the best for elevator service and is guaranteed.

GRAIN TESTERS
Both HOWE and CHAMPION carried in stock.

WAGON HOPPER and DUMP SCALES

Gasoline Engines - Automatic Scales - Corn Shellers - Cleaners

Let us send our Handy Net Price Catalog. Special Prices on Complete Elevator Equipment.

LET US MAKE YOU A PRICE

LARGEST STOCK
LOWEST PRICES

American Supply Co.
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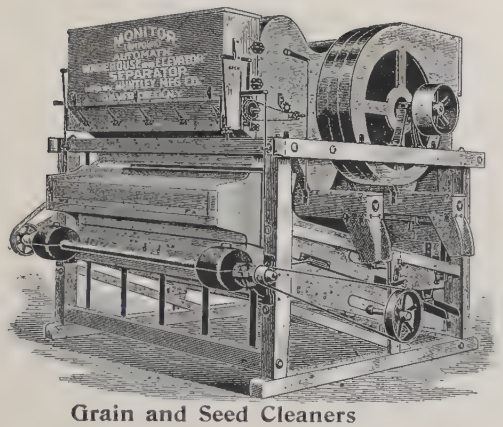
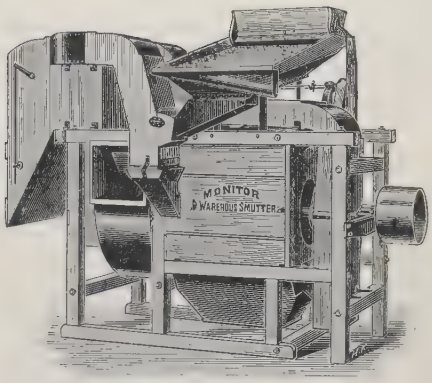
Grain Elevator Machinery and Supplies.



Grain and Seed Cleaners
——over 100 styles——

Monitor



Oat Clippers and Smutters
——12 models——

the big thing back of them

The "biggest thing" back of the biggest line of they-save-the-user-money grain and seed cleaners is the bigness of the "Monitor" guarantee made to the purchaser, which means:—nothing so *economical*—nothing so *efficient*—nothing so *durable*—nothing so *modern*—nothing *so highly endorsed* by so many of the largest and best equipped grain dealers. The user is the "judge"—the "trial" is on his own floors—he accepts or rejects after a 30 days' try out. Our catalog explains it all.

HUNTLEY MFG. CO., Silver Creek, N. Y.

The World's Largest Manufacturers of High Grade Grain and Seed Cleaning Machinery

Keep Your Eye

on this place in the

NEXT ISSUE

It will be a good one!

If you can't wait, advance information is free by asking.

FOSSTON MANUFACTURING CO.

140 Merriam Park **ST. PAUL, MINN.**

Service

Balanced Against

Cost

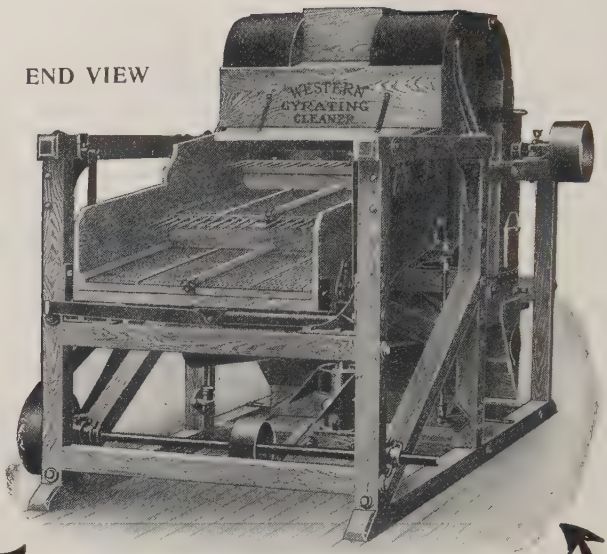
will prove to you, beyond question, the **ultimate economy** which results from the installation of the

"WESTERN LINE"

in your elevator. Remember this, please.

Where an improvement is needed, a Western machine will invariably satisfy that need—and for a long time.

END VIEW



A "Western" Gyrating Cleaner

is not a luxury, it's an investment where the dividends not only pay for the investment, but insure utmost profit on every car of grain shipped.

It isn't the quantity of the grain which brings the premium prices, it's the quality. With the enormous crop, grain buyers and receivers are more discriminating in buying grain. They want good, sound clean grain, and are willing to pay over the market to satisfy their want. And it's the wise grain man who is satisfying that want. He has, or is installing, a **"Western"** Gyrating Cleaner.

Your neighbor gets top prices. Why not you?

Here's the Way to "MORE PROFITS—BIGGER RESULTS"

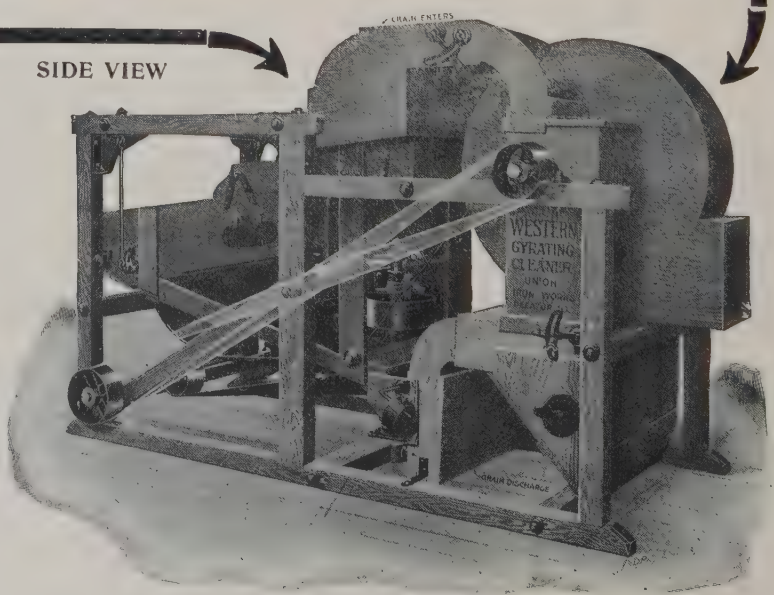
Why a "Western"—

Any grain cleaner will clean grain, but a **"Western"** Gyrating Cleaner cleans any grain best, cheapest and most satisfactory.

A "Western" cleans more grain better than any other cleaner of equal capacity on the market; better separation, better control, less vibration, greater durability, and the least expensive and most satisfactory cleaner for any grain man to install. Cleans small grains as well as corn with simple and easy changing of adapted screens.

It doesn't cost anything to know more about a "Western" Gyrating Cleaner, but it does cost a whole lot more not to.

SIDE VIEW



You ought to have our book, "Everything from Pit to Cupola," for everytime reference. Let us send it to you.

Union Iron Works,

Decatur, Illinois

A stock of "WESTERN" Shellers and Cleaners is carried at 1221-1223 Union Avenue, Kansas City, Mo.

Grain Elevator Builders

C. H. Birchard
Contractor and Builder of **Grain Elevators.**
Especially Designed for Economy of Operation and Maintenance
LINCOLN, NEB.

Some build more—
None build better
GRAIN ELEVATORS
than Cramer
Satisfaction Guaranteed
W. H. CRAMER, No. Platte, Neb.

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ERECTS ELEVATORS CORN MILLS WAREHOUSES
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ELEVATOR BUILDERS
and general contractors. Modern and up-to-date elevators. Plans and specifications on request.
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I. J. HERRING
Contractor and Builder of Grain Elevators. 20 years' experience. Estimates furnished.
HASTINGS, NEB.

Now is the time,
Elevator men,
When you should
Estimate what you are
Liable to need in the
Line of Elevator construction or repair work, this Spring.
Then get figures from
NEWELL CONSTRUCTION CO.
Cedar Rapids, Iowa
Give him the fir stjob, he'll get the RE-NEWELL.

HARPER CONSTRUCTION CO.
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HICKOK CONSTRUCTION CO.
Successors to
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BUILDERS OF UP-TO-DATE
ELEVATORS
WOOD OR FIREPROOF
Get Our Estimates
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going to build or remodel? If so, write
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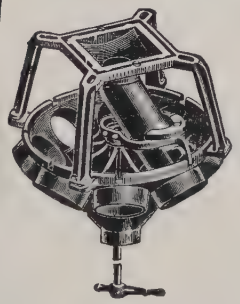
Contractors and Builders of
GRAIN ELEVATORS AND WAREHOUSES
206 Corn Exchange, Minneapolis, Minn.

GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c

THE SYKES COMPANY, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.



THE BUSY SEASON
of elevator building and repairing is here. Repairs are big items in maintenance of machinery. Shrewd purchasers estimate and calculate them closely.
Economy of Space and **Economy in Use** are important features.
THE HALL SIGNALING DISTRIBUTOR
is a simple, efficient, durable device which accomplishes ends none others reach as a thousand users will testify.
THE ~~HALL SPECIAL~~
(Elevator Leg)
elevates double the amount of grain of any other leg with the same size buckets, saves time and expense, costs less to install, operate and maintain. It works constantly and never chokes or "back-legs".
Send for catalogues
HALL Distributor Company, 222 Ramge Bldg., Omaha, Nebr.

WANT HELP?
Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. **Price. $2.50.**

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, $2.50.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

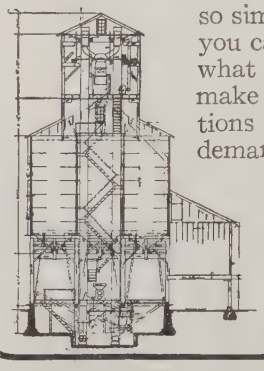
Grain Elevator Builders

WRITE the following parties, a few of the 70 we have done business with the past season. All of these will recommend us. Our patrons help us at all points.

Farmers' Elevator Co., Warsaw, Ill.
Square Deal Grain Co., (Reinforced Concrete), Morris, Ill.
Conway & Peters, Ackley, Iowa.
Koonz Bros., Wesley, Iowa.
Farmers' Elevator Co., Bayard, Iowa.
Farmers' Elevator Co., Marathon, Iowa.
Farmers' Elevator Co., Eldridge, Iowa.
Farmers' Elevator Co., Merrill Iowa.
Farmers' Elevator Co., Pocahontas, Iowa.
Farmers' Elevator Co., Gayville, S. D.
John Doering, Parkston, S. D.
Farmers' Elevator Co., Grandin, N. D.
Farmers' Elevator Co., Choteau, Mont.
A. W. Finch, Townsend, Mont.
P. C. Aller, Drummond, Mont.

YOUNGLOVE CONSTRUCTION CO.
SIOUX CITY, IOWA. GREAT FALLS, MONT. GRANDIN, N. DAK.

NOT A CHINESE PUZZLE, BUT READABLE
PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

Reliance Construction Co.
Board of Trade INDIANAPOLIS, IND.

FREE

to all parties expecting to build an elevator in the Southwest territory, our leaflet, "Cost of Complete Elevators."

To all others, the price is Fifteen Cents

PELKEY CONSTRUCTION CO.
WICHITA, KANSAS

R. M. Van Ness Construction Company
Designers and Builders of
MODERN GRAIN ELEVATORS
Plans submitted. Correspondence solicited.
Offices at
LINCOLN, NEBR., and FAIRBURY, NEBR.

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Designers and Builders of **GRAIN ELEVATORS**
COAL HANDLING PLANTS, WAREHOUSES, ETC.
Correspondence Solicited
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J. A. HORN FRANKFORT, IND.
624 Board of Trade Bldg., Indianapolis, Ind.
Contractor, Designer and Builder of
Grain Elevators, Mills & Warehouses
Wood, Concrete or Steel

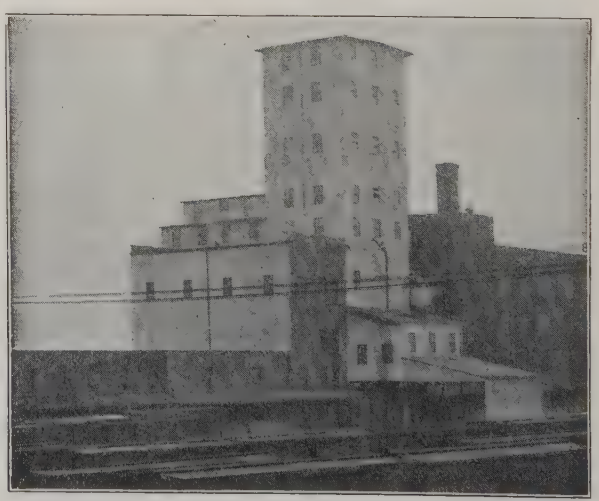
TIME SAVED IS MONEY EARNED
Elevators built by Moore are time savers. Ask any owner of one
W. S. MOORE
Frankfort, Indiana

There is a difference
between simply a belt, and a belt plus a big reputation.

Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

New York Belting & Packing Co.
91-93 Chambers Street, NEW YORK
130 West Lake Street, CHICAGO, ILL.
2nd Avenue, N., and 3rd Street, MINNEAPOLIS, MINN.

Reinforced Concrete Grain Elevator, Feed Mill and Warehouse, built in 1910 for Buffalo Cereal Co., at Buffalo, N. Y.



Fireproof Construction Elevators, Mills and Warehouses. We prepare plans and make lump-sum price for the complete work.

MONARCH ENGINEERING CO.
Chamber of Commerce BUFFALO, N. Y.

Grain Elevator Builders

GRAIN ELEVATORS, WAREHOUSES, STORAGE TANKS, SEED HOUSES
Built of
Wood or Fireproof Material
PLANS — SPECIFICATIONS — ESTIMATES
Give me a chance to figure with you before making contract.
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Finton Construction Co.
Builders of
RE-INFORCED CONCRETE GRAIN ELEVATORS
APPLETON, WIS.

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builds the best Grain Elevators, of any type or material.
Ask those who have them.
Over 400 in use today.
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ORR BROS. SUPPLY CO.
CEDAR RAPIDS, IOWA
Engineers and Contractors for High Grade ELEVATORS
Let us submit plans and estimates. Very best equipment at lower prices than others.

The Girard Point Elevator
PHILADELPHIA, PA.
Capacity, 1,100,000 bu.
Built by
James Stewart & Co.
CHICAGO, ILL.

The most rapid handling grain elevator in America

JAMES STEWART & CO.
CONTRACTORS, DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
IN ALL PARTS OF THE WORLD
GRAIN ELEVATOR DEPT., 15th Fl. Westminster Bldg., Chicago
W. R. SINKS, Manager R. H. FOLWELL, Engineer
We also do General Contracting and have Offices in the following cities. Write or call on any of them
New York, Hudson Terminal Bldg. New Orleans, La., Hibernia Bk. Bldg.
Pittsburg, Pa., Henry Oliver Bldg. Denver, Colo., First Nat. Bank Bldg.
San Francisco, Cal., 709 Mission St. Canada, Eastern Township Bk. Bldg.
Canadian Stewart Co., Ltd., Montreal Fort William, Ontario, Canada
St. Louis, Mo., Bank Com. Bldg.

This Fire Proof Seed Warehouse and Grain Storage constructed of Reinforced Concrete frame with brick enclosing walls just completed for the Courteen Seed Company, Milwaukee, Wisconsin.

Barnett & Record Company
Minneapolis, Minnesota
Fort William, Ontario Duluth, Minnesota
Write us for Designs and Estimates

Every Man Must Push

his own business if he is going to be successful. He must plan and execute carefully. If he buys a

RICHARDSON
GRAIN SEPARATOR

he scores heavily on the credit side of the ledger. He is sure of the best possible separations on his Oats, Wheat and Barley. Look over these who "are wise."

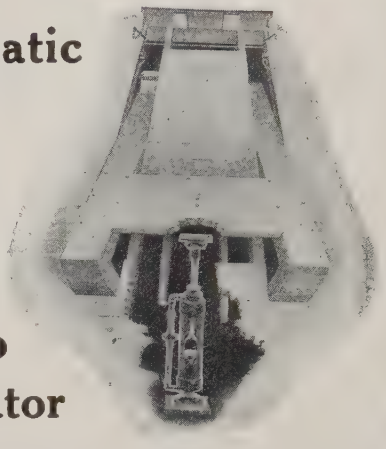
Union Terminal Elevator Co.,	Minneapolis
Consolidated Elevator Co.	Duluth
Armour Grain Co.	Chicago
Niagara Elevator Co.	Niagara, N. D.
Farmers' Elevator Co.	Bordulac, N. D.
Star Elevator Co.	Jamestown, N. D.
Farmers' Elevator Co.	Northfield, Minn.

We have hundreds of letters stating that these machines have actually paid for themselves in thirty days' time. Get one on thirty days' trial and let it earn its own cost during that time.

Grain Separator Co.

Sparta, Wis Winnipeg, Canada P. O. Box 726

An Automatic Dump Controller actually brings more business to your elevator



Farmers soon realize the safety, quietness and ease with which you can dump their wagons, and sooner than run the costly risks of runaways, broken legs and wagon damages they haul their grain to the elevator equipped with an **Automatic Dump Controller.**

L. J. McMillin, Indianapolis, Ind. Maple Park, Ills., May 7th, 1913.

Dear Sir—Find enclosed our check for $12.00 for Automatic Dump Controller. Please acknowledge receipt of the same.

I have never seen **anything** that worked as nice as it does. We certainly are pleased with it.

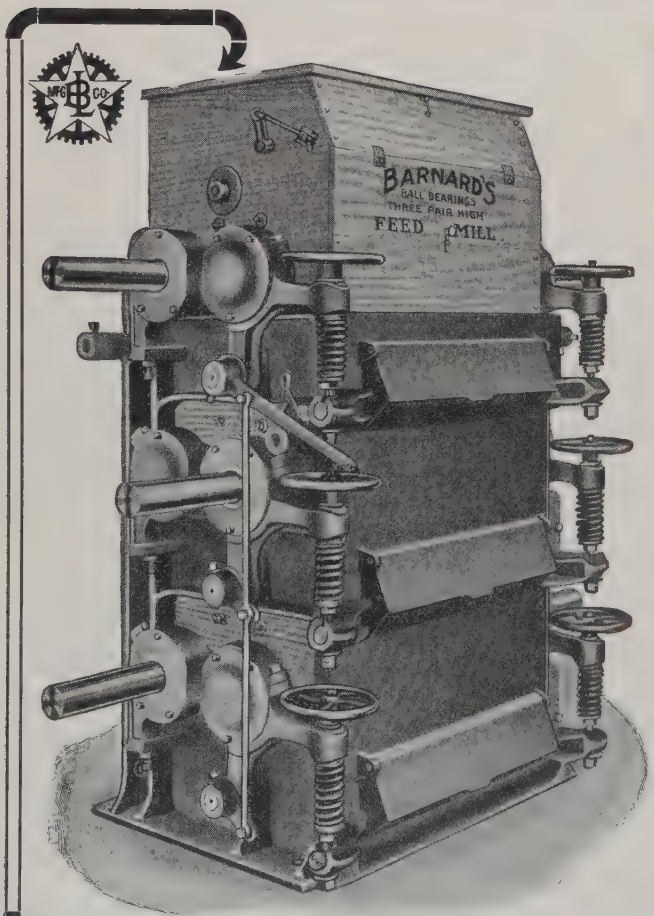
Very truly yours,
(Signed) NELSON & FRASER.

Simple, durable, automatic, no gearing, easily installed, out of the way, self lubricating, and does not affect the sink room. The increasing demand, with over 600 in use today, should warrant your investigation.

McMillin Elevators

handle more grain faster and at a lower construction and operation cost. Not for the first month, or first year, but always. Any type, size, capacity, price of elevator construction executed with the hope that your elevator will be as satisfactory to you as the many others have been which prompted your trial.

L. J. McMillin Board of Trade INDIANAPOLIS, IND.



Free From Worry

The user of Barnard's Ball Bearing Feed Mills is free from the troubles and worry incident to the old style mill. The bearings are always snug, always cool, always free running.

There are no hot boxes, no fires due to hot boxes, no worn bearings, no tramming and variation in product due to same, no high oil bills, no waste of power.

The mill shown is especially adapted for grinding fine table meal, rye meal, graham flour, barley and other small grains.

Order one now.

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

GRAIN ELEVATOR EQUIPMENT

We Stock and Manufacture a Complete Line of Equipment for

GRAIN ELEVATORS

PROMPT SHIPMENTS GUARANTEED

Write for Catalog and Prices.

The Manitoba Bridge and Iron Works, Ltd.

WINNIPEG, CAN.

IT IS TO YOUR INTEREST TO LET US QUOTE YOU PRICES ON

ELEVATOR MACHINERY AND SUPPLIES

We carry the most complete stock in Western Canada and can ship promptly

The Strong-Scott Mfg. Co., Ltd.

WINNIPEG, CANADA

A Real Separator!!

It will greatly enhance the value of your wheat if it is free from all foreign seeds, such as wild oats, kinghead, etc.

The No. 60 Marquis Combined Suction and Blast Cleaner and Separator subjects the grain to three distinct and different cleaning and separating operations, producing it as clean and as perfectly marketable as it is possible to make it with a mechanical device. We will gladly prove this to any grain man or body of men who are interested in a grain cleaner.

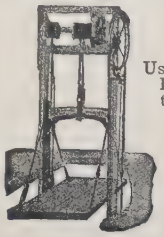
This separator will be found in a large number of elevators in the wild oats belt and in several terminals.

Send to us for further particulars and printed testimony from hundreds of satisfied users.

J. L. Owens Co. Chamber of Commerce MINNEAPOLIS, MINN.

We make a full line of other cleaners for all conditions and purposes in elevators, warehouses or seed houses anywhere in the country. Let us quote on your special requirements.

"SAFETY FIRST" MANLIFT



THE MANLIFT WITH NO REGRETS

Users consider our "NEW ERA" MANLIFTS to be the best—always reliable. We also make

HAND ELEVATORS
POWER ELEVATORS
DUMBWAITERS
INVALID HOISTS or HOUSE ELEVATORS, ETC.

Write for Information.

NEW ERA ELEVATOR & MFG. CO.
SIDNEY, - - OHIO
Mention this paper.

SUCCESS SAFETY MAN LIFT

ATTENTION, ELEVATOR CONTRACTORS!

Write us for our Special Proposition for 1913

DO IT NOW

HASTINGS

Foundry & Iron Works
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The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

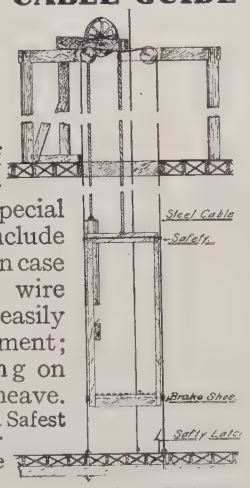
Has wire cable and cotton hand line. Sold on 30 days trial. Write for circulars and prices.

Manufactured and for sale by
R. M. Van Ness Construction Company
Fairbury, Nebr., and Lincoln, Nebr.

The BIRD CABLE GUIDE MANLIFT

1/3

the cost of others for installation. Special features include safety device in case of accident; wire rope guides easily kept in alignment; ball-bearing on main top sheave. Put the best and Safest manlift in your elevator. Write



C. E. BIRD & CO. Corn Exchange MINNEAPOLIS

If you only knew the many advantages to be had by equipping your mill or elevator with a

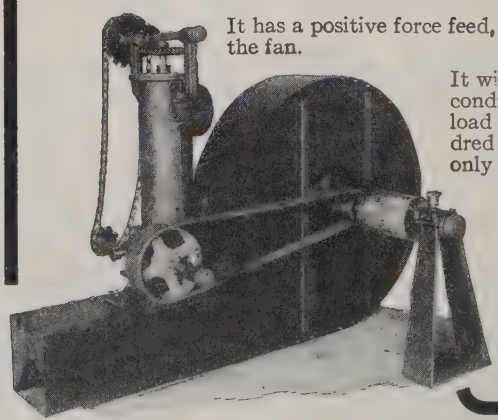
WOLF EMPLOYES ELEVATOR

you would order one before night. Ask what the advantages are. Write TODAY.

THE WOLF COMPANY
CHAMBERSBURG, PA.

If you want the best machine for handling grain in any condition, look over the

Bernert Pneumatic Conveyor



It has a positive force feed, that can be used anywhere ahead of the fan.

It will not crack or bruise grain, in any condition, dry or wet. It will convey and load cars, just as effectually, several hundred feet away as if the distance were only ten feet. It will do elevating, and transfer around angles. It will trim the largest boat to the fullest capacity, quickly and effectually. It will deliver the material where desired. For more information, write for catalog No. 5 to

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IT IS 40 PER CENT

More Efficient—With 75% Less Friction—That's All.

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The Knickerbocker Co.
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Our "Aurora A" is a full size 2 bu. 16 oz. cotton seamless sack—strong and durable—and we are selling at prices which will interest you. We make all sizes of Jute Grain Bags—write for prices. Why not "Hindoo" Jute Twine for tying?

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No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price $1.25.

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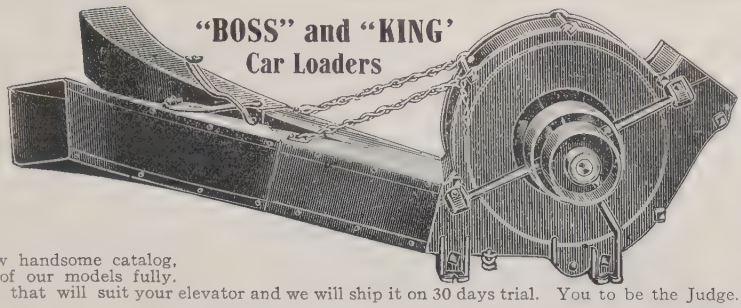

Get our new handsome catalog, describing all of our models fully. Select the one that will suit your elevator and we will ship it on 30 days trial. You to be the Judge.

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Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

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The only satisfactory method of treating grain in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

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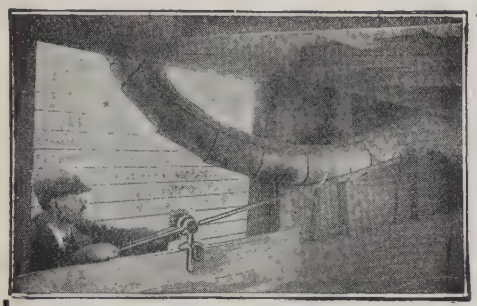

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Every elevator should have one and can easily afford one

Order one now, it is not going to wear out, it will last for a good many years.

Saves pocketing of dust and dirt and lower grades of grains right in front of car door. Will grade your grain from one to two points higher on account of even distribution, which pays for itself. Saves time and annoyance of crawling into car when loading. This device does not crack the grain and blow it in every crack in the car, and does not require any horse power. Fully guaranteed. Hundreds now in use in sixteen States. *Agents Wanted.* Write for our Prices.

Automatic Hopper Tallies, Flexible Spouts and all Elevator Supplies.

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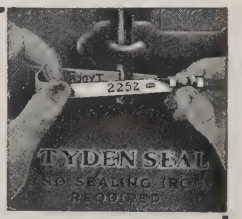

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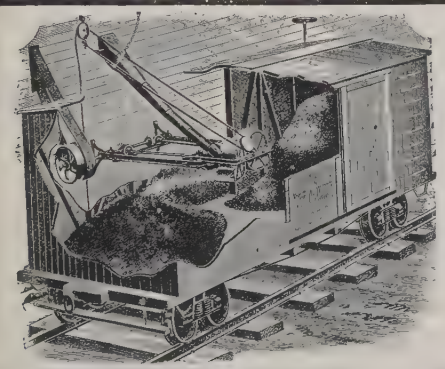

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IT LOADS GROUND FEED

In fact it will load any kind of grain, seeds or meal.

When you are buying, buy the best.

SEND FOR PARTICULARS.

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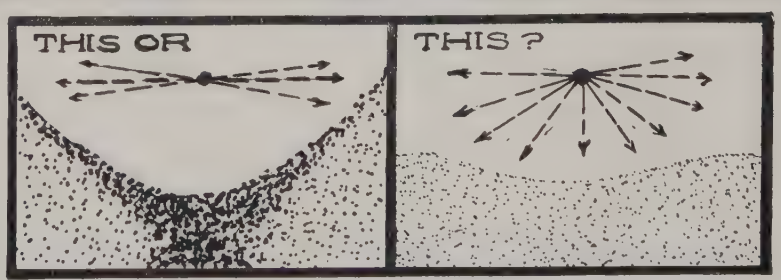
IS IT WORTH WHILE to keep posted on your business? What would you think of a doctor who graduated from medical college fifteen years ago and never read a medical journal or looked inside of a book since? Your business is as important to you as the doctor's is to him. You can't afford *not to know* the latest and best methods and practices. The views of successful grain dealers are helpful; the experiences of others should help you to avoid the pitfalls. Protect yourself against losses and blunders by reading the Grain Dealers Journal of Chicago, Ill., regularly and carefully.

A Mattoon Car Loader

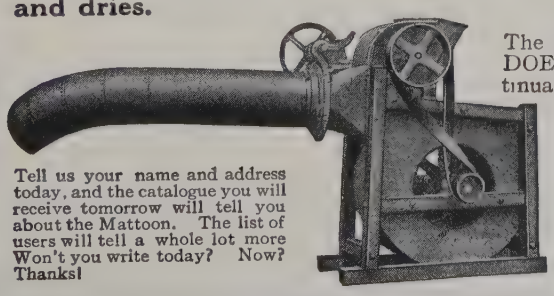
not only fills the largest car to full capacity, but actually betters the quality of your grain.

This combined grain cleaner and pneumatic car loader cleans, cools and dries.



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.

Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.



Tell us your name and address today, and the catalogue you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more Won't you write today? Now? Thanks!

The grain is blown out, not forced out by revolving fans, hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

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Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

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The best work—quick service.

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Northwestern Agents for

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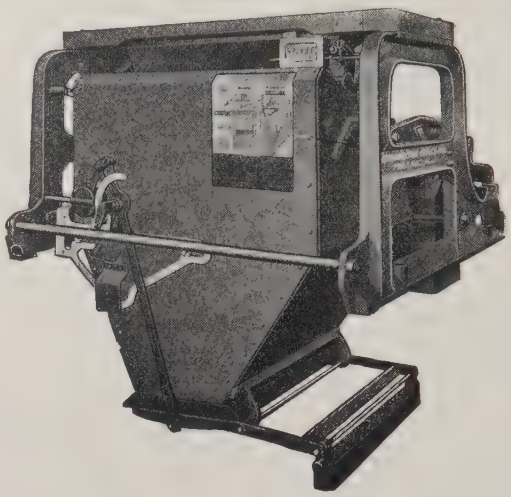
89 Automatic Scales



During 1913 the Alberta Co-operative Elevator Company, Calgary, Alberta, installed 49 RICHARDSON AUTOMATIC SCALES, and they now write us as follows:—

"In view of the success that we have obtained from your scales during the past season, and after making a thorough investigation of the scales offered us in competition, it has been decided by this company that we favor you with our requirements for the coming season. We will require approximately forty 5-bushel Automatic Scales of the same type and the same improvements as you have already furnished us during the past season. Our requirements may exceed this number, and we will be in a position to advise you early in the summer how many additional scales we will want."

This is an excellent example to follow. Install a RICHARDSON—the STANDARD Automatic Scale and be absolutely sure of your weights.

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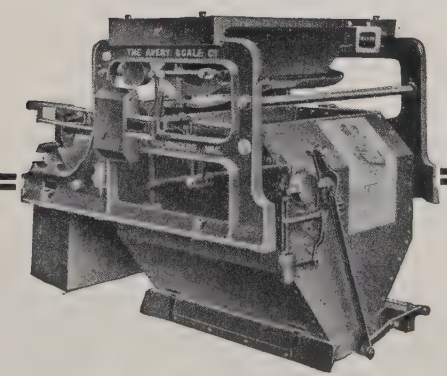

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certificate is the most positive and convincing evidence that a Grain Shipper can produce as evidence in the collection of a claim.

Every AVERY SCALE user knows accurately the amount of grain shipped out in every car, and the number of bushels in every wagon load.

The construction, material, design and operation of an AVERY SCALE is the best that has been found through years of experiment, study and practice. The first cost may be a little more, but the last cost is very much less.

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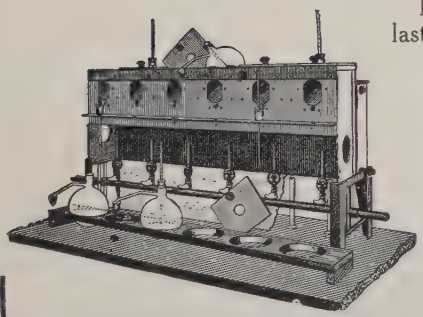
and it will be only a short time until you will agree with us that it is a regular little "money grabber."



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Feed mills require much power at very high speed, thus small pulleys and short centers are desired.

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operates at high speed on short centers, without lubrication or noise. The abundance of slack assures freedom from pressure on bearings. These belts are not affected by moisture, dirt or dust, and are always clean.

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Write for more about this belt, in Book 115. Let us tell you what it has done.

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Feed Grinders will always Solve All Your Troubles.

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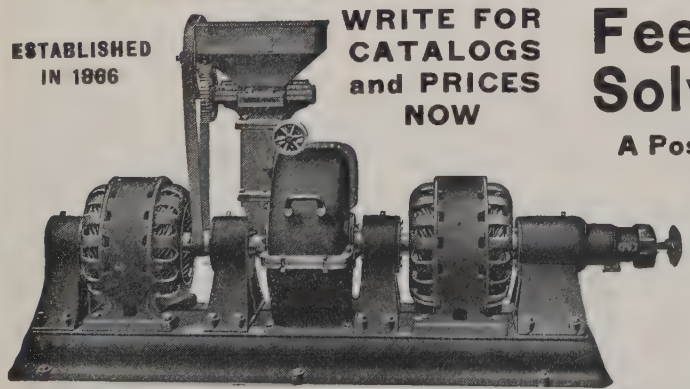

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We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

Don't Forget!

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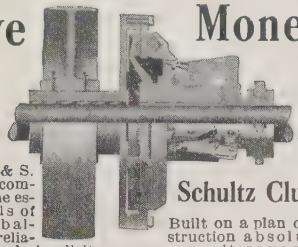

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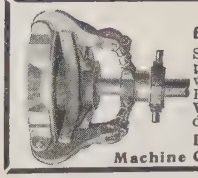

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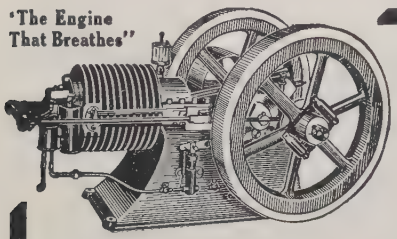

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DO IT NOW

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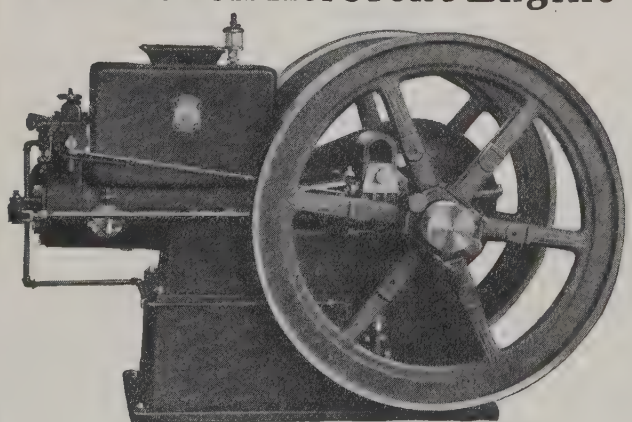

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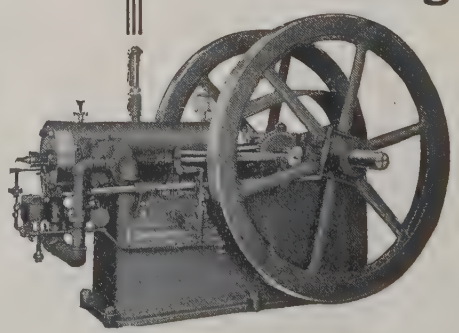

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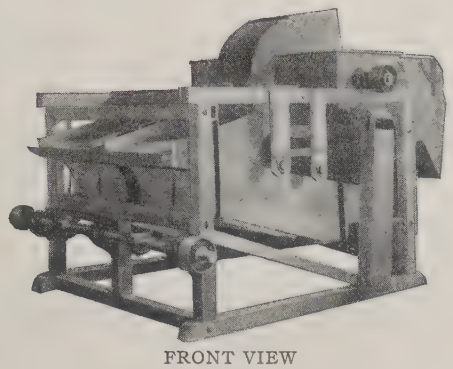

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We recommend this grader to those dealers who have a select discriminating clientele, and who wish not only to retain but to increase that class of trade.

The "Eureka" is the one machine which will permit of your asking a higher price for your cracked corn than your competitor can get for his—

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The Ideal, LOW COST POWER UNIT, USES LOWEST GRADES OF CRUDE OIL OR FUEL OIL COSTING TWO TO THREE CENTS PER GALLON AT REFINERIES. You can run a fifty H. P. Muncie for 20 to 25c per hour full load.

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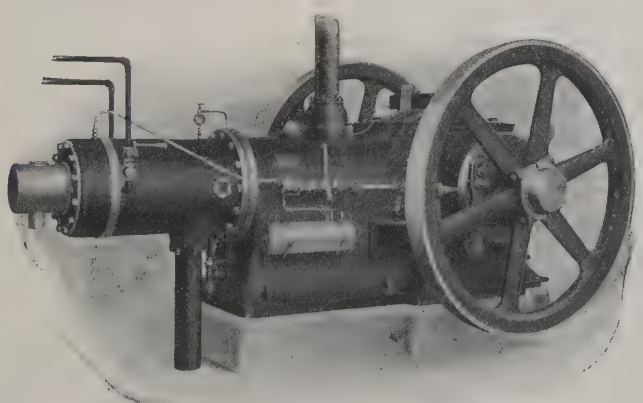

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"Investigate," don't waste your good money on half controls and no controls at all. 28 per cent of our sales supersede all other makes of "would-be controls." Make us your want known, we will please you.

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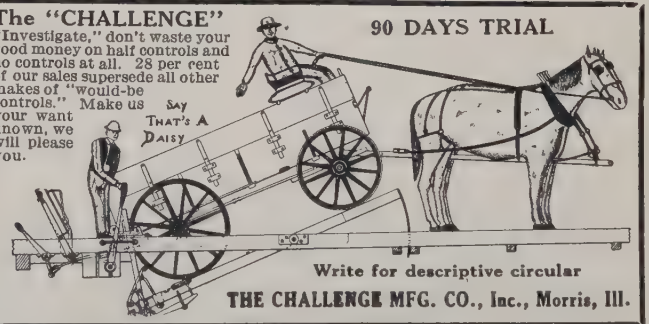

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U. S. Corn Sheller

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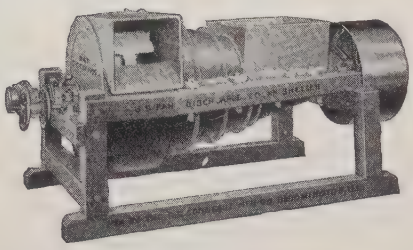

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Scircleville, Ind., Dec. 26, 1913

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Yours truly,
SCIRCLEVILLE GRAIN CO.

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Investigate before buying elsewhere.

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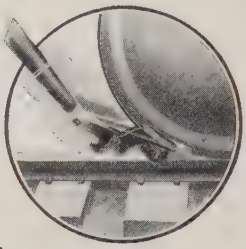

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"It is wonderful how such a little tool has so much power. I cheerfully pay for same. Receipt bill and return. Yours,
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Shippers' Record Book

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, **"IN ACCOUNT WITH"** and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. **Price $1.75**

GRAIN DEALERS JOURNAL
La Salle Street CHICAGO, ILL.

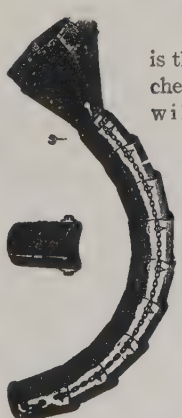
YOUR BUSINESS

can be introduced to the progressive grain dealers of the country under most favorable circumstances (and you will be in good company) by the judicious use of space in the

GRAIN DEALERS JOURNAL, OF CHICAGO

The GERBER

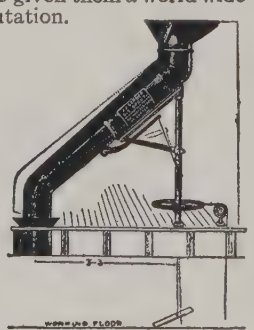
PATENT FLEXIBLE CHAIN TELESCOPE CAR LOADING SPOUT



is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of metal almost equal to saw blade. Note swivel joint at S.

IMPROVED DISTRIBUTING SPOUTS

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world wide reputation.



Don't accept those "Almost as good."
For satisfaction, get the genuine, made by

J. J. GERBER
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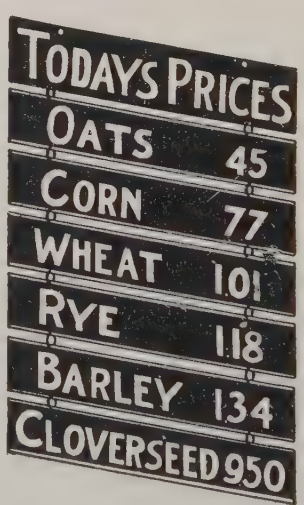
POST YOUR PRICES



and stick to them. The farmer likes to know he is getting a square deal.

An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words **"TODAY'S PRICES"** in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the cards firmly. Complete set of cards bearing the words, Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

Order Form 1. Size 14x19¾ inches.

Price $2.00

GRAIN DEALERS JOURNAL
315 South La Salle St. Chicago, Ill.

Separate the Wheat from the Oats

Under the very best of conditions, oats and barley will get into the wheat, making a mixture that is objectionable. Using all possible care, this is a condition that has to be dealt with and a separation should be made.

It is unwise to ship such mixed grains to market as the presence of either lessens the value of both.

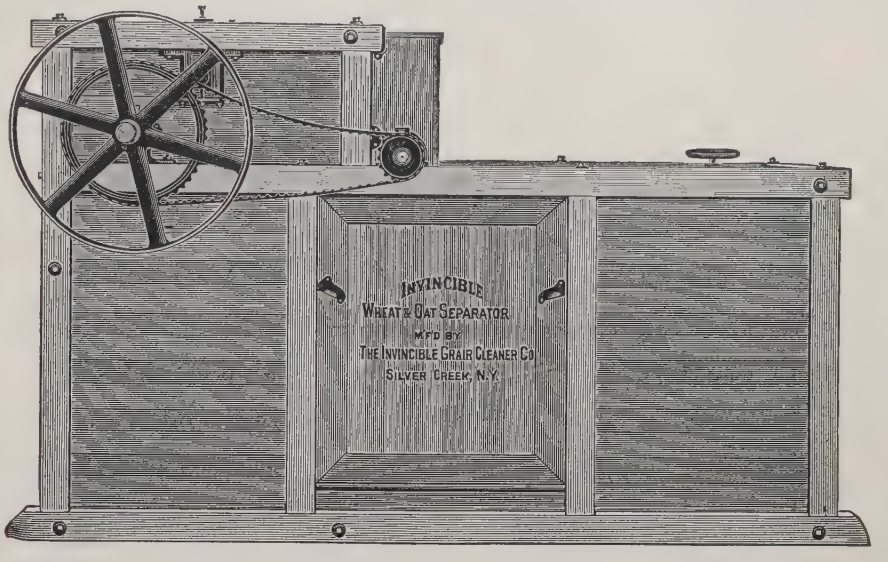
Hence, every every elevator should have an

Invincible Wheat and Oat Separator

This machine has the advantage over the receiving separator as it will not tail over the larger kernels of wheat.

It will also take the tailings from the separators containing the large wheat and separate and save the wheat. This means a saving and a profit that has been slipping by you.

This machine is not expensive and will soon pay for itself by increasing the value of the grain shipped and saving what would outherwise be wasted.



Write for prices and further particulars to

INVINCIBLE GRAIN CLEANER CO.

SILVER CREEK, N. Y.

F. H. MORLEY, Jr.,805 Webster Bldg., Chicago, Ill.
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J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky., STRONG-SCOTT MFG. CO., Minneapolis Minn.

THE NO. 39 CLIPPER

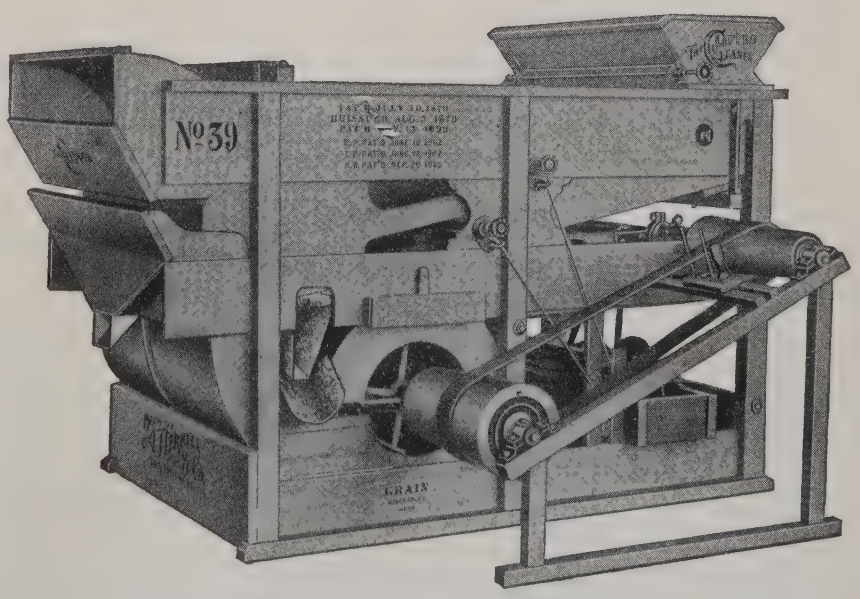
Cleaner with Traveling brushes and special air controller is one of our most popular and best selling grain and seed cleaners.

The "CLIPPER" excells all others in the minimum of power required, construction and durability, class of work it will do, small amount of attention and its adaptability to the work required.

A "CLIPPER" will clean all kinds of grain, seeds, beans or peas equal to any special cleaner designed especially for one kind of work.

We have placed this machine in a large number of elevators all over the country, and never yet has one of them failed to give satisfaction. If you are looking for something good, this Cleaner will suit you.

Let us Send Catalogue.



A. T. FERRELL & CO., SAGINAW, W. S., MICH.

A Double Advantage

The greatest waste in any single industry is made with the corn crop. The annual corn crop of the United States is worth on the farms one and one-half billion dollars. In a ripe corn plant 60% of the feed value is contained in the kernels and 40% in the stalk and leaves. With the grain worth one and one-half billions the feed value of the rest of the crop is a billion dollars. At least 90% of the feed value of the stalk is lost under the present system of farm management, a waste with this crop alone of almost a billion dollars yearly. **What's all this to you, you ask. Read on, and we'll show you.**

Isn't it reasonable to assume that if this waste were eliminated it would mean a greater surplus of grain on the farm or **the marketing of more grain to your elevator.** Now then, what would you say if we were to offer you a proposition whereby you could accomplish this very thing and at the same time make you a handsome profit on the side?

MONSCO SILO
The Tallest Silo in the World
Height 77 ft., Diameter 14 ft.; Somerville, Ohio

That's what we mean by A DOUBLE ADVANTAGE when you enter into the field of

SILO BUILDING

We supply you with a Monsco equipment for the building of these concrete silos, give you effective literature and help you in every possible way to interest the farmer. **A local concrete worker and three laborers will easily make $125.00 net per week for you** during the building season, which lasts about six months. Any man able to lay a concrete walk can qualify as foreman.

The Monsco Silo and Equipment are regarded as standard by agricultural and live stock authorities.

Many other live and aggressive grain dealers have quickly seen the possibilities of this proposition. Here's where your wide acquaintance and influence will earn you a splendid dividend in dollars and cents.

Here's the profitable side line you have been looking for—something that will increase your present business and make an extra profit on the side. Now, don't you agree with us that there is A DOUBLE ADVANTAGE.

Give us an opportunity to explain more fully. Drop a card our way NOW.

Monolithic Silo & Construction Co.

349 Peoples Gas Building CHICAGO, ILLINOIS

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

CENTRAL IOWA, best location in town, new elevator, and first class lumber business; competition of the best kind. Address Fred, Box 7, Grain Dealers Journal, Chicago, Ill.

NORTHWEST IOWA elevator for sale, in good town on the Milwaukee R. R. Handles about 200,000 bus., mostly oats and corn, annually. If interested address K, Box 7, Grain Dealers Journal, Chicago, Ill.

OHIO elevator for sale, handle coal, feed and seeds. Plant in first class condition, good grain section, good wareroom and implement room if wanted. Owner has other business. No competition. Address Box 7, Dayton, Ohio.

FOR SALE BY OWNER.

Seven elevators, all in South Dakota. Will sell one or all to suit purchaser. Now is the time to buy if interested, before we get to planning on a new crop. Closing out the business reason for selling. Address Box 36, Mitchell, S. Dak.

ILL. CENTRAL elevator for sale, in corn belt; county seat; new house; modern; built a year ago; capacity 25,000 bus.; station handles 750,000 bus.; two other elevators, everything first class. Price $8,000.00. Address Cheney, Box 7, Grain Dealers Journal, Chicago, Illinois.

FLETCHER, ILL., elevator for sale, on Ill. Cent. R. R., 12 mi. east of Bloomington; new, modern house, built two years ago; capacity 18,000 bus.; granary 10,000 bus.; handled 300,000 bus. last year; no competition. Price $9,500 cash. J. E. Hawthorne, Bloomington, Ill.

MINNESOTA elevator for sale, 15M capacity, warehouse 10M capacity; coal business in connection, capacity of coal sheds, 250 tons; business located on own land on C. M. & St. P. Will also sell 9 room dwelling on lot 100x264. Address Dale, Box 5, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA elevator for sale, 20M bus. capacity; cribbed; located in good town on C. R. I. & P.; house and machinery in good condition. Prospects for good crop never were better. Will give part time to right party. Address Oklahoma, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

BLACKWELL, OKLA., elevator for sale. 25,000 bu. capacity, equipped with corn sheller and cleaner; wheat cleaner and clipper; 200 bu. hopper scales; three stands of elevators; gas engine. Located in the best farming section of Okla., with the prospects of a bumper wheat crop. Will sell at a bargain, as it is located too far from us. Address J. M. Moberley & Sons, Windsor, Ill.

75,000 BUSHEL modern elevator, 5,000 bushel corn crib, 200 ton coal sheds, mouse proof flour and feed room for two car loads.

Handles 150 to 200,000 bu. per year; only two elevators in good town of 700 people; corn cleaner; oats cleaner, weigh out scale, dump scale in elevator, coal scale outside.

A first class business opportunity in N. W. Iowa. Address

St. John Grain Co.,
Worthington, Minn.

ELEVATORS FOR SALE.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

BARBER CO., KANSAS, elevator for sale, fine territory and large acreage sown. Investigate. Address Box 124, Liberal, Kans.

TWO GOOD elevators for sale in the wheat and corn belt in Kansas. Address Business-Opportunity, Box 7, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO—15,000 bus. elevator, coal business in conection; good territory. Address Maple, Box 3, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—Three modern equipped elevators in Southwestern Minnesota, on C. M. & St. P. Ry. Address Modern, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—Have a nice lot to select from. Let me know your wants and how much you wish to pay. Address Jas. M. Maguire, Campus, Ill.

FOR SALE, Elevator at Independence, Ia., on I. C., at a bargain if taken before April 1st. Would also sell lumber and coal business. Write T. E. Sarcliff, owner.

TWO MODERN elevators for sale; fine territory; doing good business. Will entertain exchange for land up to twelve thousand. Address Maurer & Harp, Greenville Ohio.

FOR SALE—Elevator, 5M capacity, sells everything that the farmer uses; on N. Y. C. Lines, 35 miles from Cleveland, Ohio. Cheap if taken at once. Address Bert, Box 4, Grain Dealers Journal, Chicago, Ill.

MARSHALL CO., KANS., elevator for sale. Located on M. P. Ry.; good town. Equipped with all necessary machinery. Good annual business. No trades considered. Address H, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two of the best money-making elevators in Central Ind. Good receipts grain and profitable side lines. Don't answer unless you mean business. Address Ross, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator of 65M bus. capacity, and branch house located in good town in No. Cen. Ill. Handles over 200,000 bus., also good coal and feed business. Only elevator in town. A-1 proposition. Address Max, Box 3, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale, 35M, strictly modern and IRON CLAD. Average annual business 200,000 bus. 10M corn cribs; coal bins, 200 ton capacity with 1,500 tons yearly sales. $1,000 profit on coal alone. Elevator equipped with automatic scale, grain cleaner, feed grinder, etc. Good business; good town to live in. Address Sonper, Box 5, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA CITY, OKLA.—Terminal elevator for sale or rent, with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaner and feed rolls. Motive power: 125-h.p., one 20-h.p., one 15-h.p., one 7-h.p. electric motors. One 40-h.p. boiler to operate Hess Dryer.

This elevator is on private property with trackage on both side, and has free switching to four trunk lines.

Will make favorable terms and accept good land in part payment.

Address J. C. Pearson, Marshall, Okla.

ELEVATORS FOR SALE.

FOR SALE, $4,500, or rent $45 per mo., elvtr. in N. E. Ills. at good grain point. C. J. Meyer, Peotone, Ill.

FOR SALE OR RENT—My elevator, coal and feed business at Manchester, Kansas. Sickness reason for selling. H. Weaver, Manchester, Kansas.

FOR SALE—Two elevators, along with coal business; located in best grain products section of Indiana. Address Jeff, Box 6, Grain Dealers Journal, Chicago, Ill.

$6,000.00 OKLAHOMA elevator to trade for desirable Kansas, Okla. or Texas land of equal value. Address Okla 6,000, Box 7, Grain Dealers Journal, Chicago, Ill.

INDIANA—25M bushel elevator, built 2 years ago, everything O. K., large coal trade, 250 cars out and in. Will give good terms. F. E. Haller, Montpelier, Ind.

CENTRAL IOWA elevator for sale. 15M bu.; cribbed. Elevator located in good town in best corn and oats section of state. 200,000 bus. handled yearly. Reason for selling—to go into other business. Address Grain, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Lumber yard and grain elevator; stock of lumber invoices about $1,750; good shed, good elevator; 10,000 bu. capacity; in good repair; only a few miles out of Oklahoma City, in fine farming district; good business and good location. Address E. H. Eads, Box 218, Tuttle, Okla.

FOR RENT OR WILL TRADE FOR LAND—A 100-barrel mill and twenty thousand bushel grain elevator. Will rent our mill and elevator to responsible parties. Mill is modern throughout; plansifter just installed, electric lighted with own plant, also connected with city light and city water. Good town of sixteen hundred on roalroad junction. Handles two hundred thousand bushels grain in addition to the milling business. Have crude oil engine for power. Oil storage for two cars of oil. Would trade for good land. Address Exceptional, Box 7, Grain Dealers Journal, Chicago, Ill.

MINNEAPOLIS grain elevator for sale, 150,000 bu. capacity; electric power; desirable inside location with ground for increasing capacity. Excellent trackage, cheapest switching rate across city. Large steam grain drier attached. Entire plant equipped with new automatic sprinkler system; plant never idle; minimum transfer charge of ½c per bu. on 4 cars per day for 300 days, equals entire annual overhead costs of operation and 6% interest on $40,000 valuation. Can handle 25 to 40 cars per day. Better investigate quick. Address Terminal, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND MILL BARGAINS FOR SALE BY FRANK P. CLEVELAND.

ILLINOIS—Elevator and flour mill in Gallatin County; mill building four stories high, 30x40 ft.; sales average $8,500 per month; price $7,000; terms half cash.

KANSAS—Mill and elevator; 90 barrel steam mill and elevator holding 10,000 bushels, fine location in Doniphan County; this plant handles about 300 cars of grain per year; net profits average $10,000 per year; price $20,000; terms half cash, balance easy.

This is only two of the many excellent mill and elevator properties that I have listed. No matter where located, if you want to buy, sell or exchange any kind of business or property anywhere at any price write me. Established 1881. Frank P. Cleveland, 5951 Adams Express Building, Chicago, Illinois.

ELEVATORS FOR SALE.

FOR SALE—One good modern 25,000 bu. elvtr. in the best grain belt of Oklahoma. Address W-H, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

320 ACRES N. DAK. land 6 miles from market, will trade for elevator. Address Box 93, Revere, N. Dak.

QUARTER SECTION of Canadian land to trade for good elevator in Central Iowa. Address Brown, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED six or seven elevators in Kansas or Oklahoma; will buy, rent or lease them. Address Ly, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED TO RENT, a small elevator in the Mo. Valley, or would take a position with a good grain firm. Address C. N., Box 7, Grain Dealers Journal, Chicago, Ill.

MONTANA elevator wanted. Will pay cash for good proposition; one that will stand thorough inspection. Give full particulars in first letter. Address D, Box 7, Grain Dealers Journal, Chicago, Ill.

EXCHANGE—Good 160 A. S. E. Kansas farm for elvtr. in Kans. or Mo. Elevator must show it has been handling 60,000 bus. of wheat annually. Address Kansas, Box 3, Grain Dealers Journal, Chicago, Ill.

EXCHANGE—We have about forty quarter sections of prairie lands, some of it improved, which is clear of incumbrance, for which we will accept elevators in the Dakotas, Northern Montana and Minnesota. Address H, Box 4, Grain Dealers Journal, Chicago, Ill.

BUSINESS WANTED.

BUSINESS WANTED—Am looking for a good opening. Can pay cash. Give full particulars in first letter. Address G. D. J., Box 5951, Cherry Valley, Illinois.

PARTNERS WANTED.

WANTED—PARTNER in new 24,000 bu. elevator in N. W. Ohio. Capital needed $3,000 to $6,000. References exchanged. Address Rome, Box 3, Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

MILLS FOR SALE.

WILL SELL, lease or trade 100-bbl. mill with elevator and electric plant in connection. Located on M. P. and B. & M. R. R.. Address T. S. Barry, Lawrence, Nebr.

WISCONSIN 50-bbl. steam roller flour mill and 10,000 bu. elevator for sale. This plant is in excellent grain territory and is on paying basis. Will consider trade for income property. Address Burr, Box 3, Grain Dealers Journal, Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago

BUILDING MATERIAL.

FOR SALE CHEAP—2,000,000 feet elevator cribbing, lumber, joists and boards; 2,000 sash and doors, all sizes. Our prices will surprise you. Write at once for bargains. Ruel Wrecking Co., 7337 Stony Island Ave., Chicago.

SITUATIONS WANTED.

WANTED—Position by expert lady steno. in Chicago cash grain office. Address B, Box 6, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED manager wants position as buyer in some Western state where homestead land is still available. Address Box 34, Mobridge, S. Dak.

WANTED—POSITION as elevator manager; four years' experience; prefer line or farmers' elevator. Address Pherson, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced elvtr. man; understands grain, grass seed and machinery. References. Address Evers, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as mgr. of grain and coal business, 4 yrs.' exp., can furnish best of references. At present employed. Speak German and English. Address B, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer; four years experience in one elevator; life time experience in grain. Satisfactory references. North Dakota preferred. W. R. Lewis, Dacoma, Okla.

WANTED—Position as mgr. of country elvtr. or second man in larger concern; 2 yrs. experience; speak and write Swedish as well as English; reasonable salary to start; references. Address Box 1, Osco, Ill.

WANTED—POSITION as manager of elevator; 15 years experience, understand all the book work, also understand all about the buying and selling. Address Crest, Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—Bookkeeper or assistant manager, etc.; by well experienced young man; will go any place in U. S. or Canada. Can furnish bond. Address George Edwards, 4709 Indiana ave., Chicago, Ill.

EXPERT ACCOUNTANT wants position with reputable grain firm operating line houses. Can make investment if desired. Competent and experienced in general office work. Address South, Box 5, Grain Dealers Journal, Chicago, Ill.

YOUNG GRAIN BUYER with two years experience managing farmers' elevators wants to run a house in Western Dakota or Montana. Can accept job on ten days' notice. Address Miller, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of Farmers' Elevator, by married man; at present employed; best of reference from present company. Bond if required. Eight years' experience. Address S., Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION with a farmers elevator company, by a good first class grain, coal and livestock man, one who has had twelve years' experience and can furnish best of references. Am at present employed, but on account of poor crops want to make a change. Address Lehigh, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as traveling solicitor with a prominent grain commission firm. Have had sixteen years' experience in the grain business in South Dakota. Am now connected with local grain firm and have full control of buying and selling of grain. Have wide acquaintance with grain trade of South Dakota. Address Able, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED a position as manager of an elevator Co. Have had five years experience in buying and selling grain, coal, flour and feed. Have had experience in running all kinds of elevator machinery. Have had seven years experience in bookkeeping. Can give bond and best of references. Will take position with Farmers Ele. Co. or Line Co. Address Louis, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

YOUNG MAN wants position with grain firm in primary market or good sized town; has seven years experience managing elevators, soliciting consignments and buying and selling grain in primary market. Can furnish best of references. Address Jo, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by young man, single, as foreman or helper in elevator; two years' experience in buying grain and stock; am at present employed; best of references; small town preferred. Address Raymo, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of elevator. Know grain, seed, blg. mtl. and coal business. Am double entry bookkeeper; understand steam and gas and all kinds of elevator machinery and can keep elevator in first class shape. Now employed, 14 years' experience. Best of references. Address Stone, Box 7, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

A LARGE grain firm desires the services of a man thoroughly conversant with the mixed feed business. Address Hobbs, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—Experienced bookkeeper in grain office, Ohio city. Young man preferred, must be bright and active. State age and experience. Address A, Box 6, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN ELEVATOR managers and operators have 6,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

WANTED—Two married men, speaking Danish or Norwegian, with line elvtr. exp. in No. or So. Dak. or Minn. Must be hustlers. Good salary to right man. Address J, Box 7, Grain Dealers Journal, Chicago, Ill.

SALESMEN WANTED outside of New England to sell as a side line our Poultry Appliances to Grain, Hardware and Poultry Supply Dealers. Liberal Commissions; Quick Sales, and Exclusive Territory. Ideal Can Co., 147 North Washington st., Boston, Mass.

HELP WANTED WITH INVESTMENT.

LINE COMPANY, also track buyer, wishes to secure the services of young man; thoroughly experienced and able to invest at least $15,000 in grain business at good points in corn and oats section. Must be highly recommended. An exceptional opportunity is presented to right man. Address Hoosier, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

HAVE A FEW very nice elevators within 100 miles of Chicago recently listed for sale. Some of these have eastern outlets, and are in splendid towns. Prices very reasonable. Terms can be arranged. Address James M. Maguire, Campus, Ill.

ADDRESS WANTED.

WANTED—Present address of C. A. Lowe, formerly in construction business in Enid, Okla. Address E. E. S., Box 7, Grain Dealers Journal, Chicago, Ill.

A. J. CLARK, formerly connected with the Grain Elevator Constr. Co., of Willston, N. Dak., present address wanted. Address Grover, Box 7, Grain Dealers Journal, Chicago, Ill.

WOULD APPRECIATE hearing from anyone knowing the present whereabouts of Ralph Montague, formerly of Reserve, Kansas, and later heard of in Alexandria, N. Dak. Address M, Box 7, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

I WANT TO BORROW $10,000 on my elevator and property, for five years. It cost $23,000—carry $15,000 insurance. Address Wade, Box 6, Grain Dealers Journal, Chicago, Ill.

ALFALFA MEAL MILL WANTED—The best alfalfa grown anywhere is near at hand and an excellent opportunity is offered for an up-to-date alfalfa meal mill. Anyone interested in such projects should write to A. E. C., 511 Wilcox Bldg., Los Angeles, Calif.

FOR SALE—A general flour, feed and grain business; an up-to-date building and outfit. Grinding from $100 to $250 per mo. Storage for 7,000 bu. of grain and feed of all kinds. City of 6,000. W. H. Dearborn, Stoughton, Wisconsin.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address P. M. Maxwell, 305 So. La Salle st., Chicago, Ill.

PROPOSALS.

GOVERNORS ISLAND, N. Y. H., March 18, 1914.—Sealed proposals, in triplicate, for furnishing Forage and Straw (three month's and a year's supply) and FUEL, GASOLINE, MINERAL OIL, BEEF and MUTTON, required in Eastern Department during year commencing July 1, 1914, will be received here until 10 a. m., April 17, 1914. Information furnished on application to Department Quartermaster.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.

GREGORY ELECTRIC CO. CHICAGO, ILLINOIS

MOISTURE TESTERS.

FOR SALE—One two-burner Brown-Duvel Moisture Tester, made by Kny-Scheerer Company, for alcohol, in good condition, with all accessories; price $15.00 cars Chicago. Address Tester, Box 7, Grain Dealers Journal, Chicago, Ill.

STEAM ENGINES, BOILERS.

FOR SALE—One 9x12 Bromwell steam engine as good as new, only been used three months. A bargain if sold at once. Fred Schlientz & Son, Eldorado, Ohio.

FOR SALE—One twenty-horse power Erie steam engine and a twenty-five horse power boiler all in good running order. For particulars write Jos. Sanborthe, Martinsburg, Mo.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for engine bargains—the "Steam Engines—Boilers" column of the Grain Dealers Journal, Chicago.

MACHINES WANTED.

WANTED—A1 second-hand automatic bagging scale; prefer five bushel capacity; name lowest price first letter. J. J. Knight Grain Co., Dallas, Texas.

WANTED—I want to buy a good second-hand or slightly used 2 or 3 high 9x14 or 9x16 feed rolls. Mention condition of rolls, description and the time used in the first letter, also the price. H. G. Pollock, Middlepoint, Ohio.

MACHINES FOR SALE.

FOR SALE—One No. 8 Invincible Cleaner, almost like new. Address Power, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—No. 2 Cylinder Sheller and Cornwallis Corn Cleaner. Reasonable price if sold soon. A. C. Klauman, Cuba, Kans.

FOR SALE—One second-hand No. 9 Invincible Oats Clipper, in good repair. Will sell cheap. Address Standard, Box 7, Grain Dealers Journal, Chicago, Ill.

HAVE DEVICE to catch mud, refuse, from falling on scale bearings and in pit. Can be cleaned from scale platform. Would like to correspond with elevator owners and operators. In replying give make of scale. C. D. Eaton, Biggs, Ill.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

FOR SALE—One Eureka Milling Separator No. 201, capacity 150 bushels per hour; one Eureka Scourer No. 22, capacity 150 bushels per house, both complete and in first class condition, were replaced by machines of greater capacity. Will sell at a bargain. The New Era Mlg. Co., Arkansas City, Kansas.

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16" to 24" Robinson's	$65	to	$120	ea.
16" " 26" Unique's	60	"	130	"
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All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.

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One Victor Combined Sheller and Cleaner, mill size $35.00.

One 24" Monarch French Stone Buhr Mill and elvtr. in perfect condition, $100.00.

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FOR SALE—22-h.p. Howe gasoline engine. Have installed electricity. Address Jeter & Jeter, Plano, Ill.

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FOR SALE—One 20 horse power Muncie Crude Oil Engine in first class running order; used 2 years. Cost $725.00; will sell for half price. Replacing with a larger machine. H. G. Pollock, Middlepoint, Ohio.

For SALE—30-h.p. Vaughn Gearless gasoline engine, almost new. Have installed electric motors. Also large shaft and friction-clutch for engine complete. Star Elevator, Eaton, Ohio.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

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OF CHICAGO

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GERMAN MILLET is our specialty and we are now in position to supply your trade with car lots or less; sample on request. D. H. Clark, Galt, Mo.

FOR SALE.
Big English Clover Seed.
I have some pure home grown Big English clover seed for sale, free from Buckhorn or any foreign seeds; ask for sample. H. G. Pollock, Middlepoint, Ohio.

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SEEDS FOR SALE.

ALFALFA—Good recleaned, not irrigated seed. Write for sample, price. J. Jacobson, Formoso, Kansas.

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FOR SALE—Best quality clover and timothy seeds. Also Ried's Yellow Dent seed corn, 1912 crop. Write for samples and prices. A. D. Hayes Co., New London, Ia.

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I have 4,000 bushels Reid's Yellow Dent at $3.50 per bushel. Orders filled as received. Clarence T. Walton, Champaign, Ill.

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RED CLOVER SEED AND WHIPPOORWILL PEAS.
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FOR SALE—Choice Selected Seed Corn suitable for Illinois, Iowa, Nebraska, Kansas and Missouri. Yellow and White varieties. Prices right. Write for particulars.
The McCaull-Webster Elevator Co.,
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ALFALFA seed direct, for price and sample, write J. L. Maxson, Buffalo Gap, South Dakota.

SWEET CLOVER SEED, white and biennial yellow. Prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

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All our Corn and Seed Grains are Minnesota grown, selected with care as to variety and cleanliness. Samples and price upon application. In car lots or less.

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I HAVE 2,500 bushels of St. Charles white seed corn for sale in carload lots. Write for sample and price. Address J. H. Holtorf, Malmo, Nebr.

FOR SALE—Choice early varieties Northern Grown Seed Corn, Minn. 13, Early Murdock, Early White Dent, Ried's Early Yellow Dent, at $1.50 f. o. b. Parkston. Special prices in car lots. Send money with orders. Charles Zehnpfennig, Parkston, S. Dak.

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We will buy Oats, white and black mixed, bulk cars, mail samples and lowest prices.
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WHITE SILVER MINE SEED CORN FOR SALE 1912 CROP—I have 4,000 bushel choice white seed corn for sale at $2.50 per bushel f. o. b. this station. No charge for sacks. This corn is shelled, well graded and thoroughly tested and found very high in germination. Cash with all orders. Special prices on 100 bushels lots and over.
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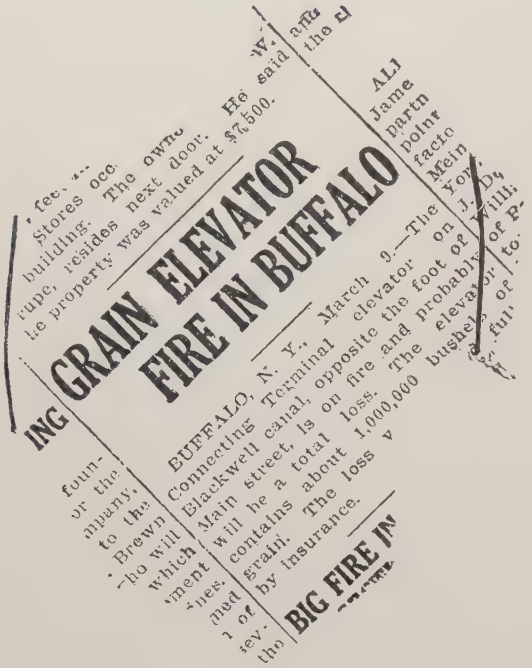

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Steam engines and boilers as a source of power constitute a fire hazard that cannot be avoided. This risk can be eliminated by installing G-E motors in your elevator.

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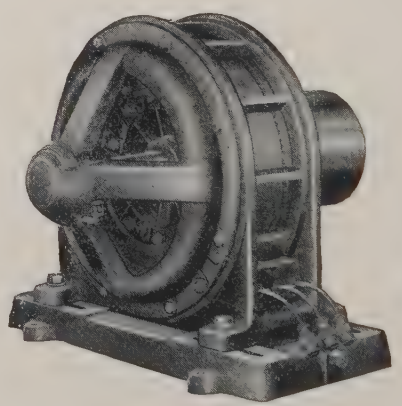

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GRAIN DEALERS JOURNAL

[Incorporated]

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10th and 25th of Each Month at

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CHARLES S. CLARK, Manager.

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, ILL., APRIL 10, 1914

ANOTHER cargo of Argentine corn has been purchased by a Chicago firm, and some farmers who have corn on hand are still holding it for higher prices.

COUNTRY buyers who are offered grain or seed by strangers will often assist in the capture of thieves by refusing to pay for the purchase except by check.

GERMINATION tests of seed corn prove the absolute necessity of testing every lot of seed in order to avoid planting dead seed and losing much valuable time.

OMAHA has adopted the federal corn grades promulgated by the agricultural department. The only opposition to the grades recently has come from dealers of the Atlantic seaports.

DEALERS who read our report of the Cedar Rapids meeting will obtain much information regarding live problems confronting the grain trade today. You owe it to your business to keep posted.

DIRECTORS of a corporation are held personally liable for the mismanagement of a company supposed to be under their guidance in an Idaho Supreme Court decision published elsewhere in this number. All courts seem disposed to fix more definitely than ever the responsibility of a director. Eventually this will induce directors to guard more vigilantly the interests entrusted to them.

YES, green bugs have been found in the wheat fields of the Southwest; in fact, they will be found there every year, but no damage has been done to amount to anything. The members of the Crop Killers Union seem unduly anxious to start something.

A DUST explosion in the Southern Pacific elevator at Galveston again calls attention to the necessity of keeping all elevators clean and free from grain dust, as it is sure to explode when suspended in air in proper proportion and exposed to a flame or spark.

IF FUTURE trading is abolished the market price of grain in each town will be controlled by local dealers and often will vary widely in different parts of the same town. The grain trade will have no established market place and it will be impossible to determine what is a fair price.

SHIPPERS who do not favor the proposed charge for spotting cars or any other special service rendered by carriers shud convey their convictions to the Interstate Commerce Commission and thereby help it to arrive at an equitable conclusion. The railroads will care for the other side of the case.

IMPROVEMENTS prospective give every evidence of the country elevator man's perfect confidence in the 1914 crop. The news columns of this number tell of 133 new elevators that are to be erected and of 64 more which will be improved by the addition of machinery, adding of storage, or the lowering of driveways.

SHIPPERS who have been gouged by the Interstate Hay Co. of Goshen, Ind., will be pleased to know that mail addressed to that company is now returned to writer marked: "Fraudulent: Mail to this address returned by order of Postmaster General." It is reasonable to suppose that the Johnsons will soon incorporate under a new name or move. Look out.

THE "safety first" slogan has already won many elevator operators, and it is time that some organized notice was taken of the dangers to be encountered about a grain elevator. In the news columns of this number are told of three fatal casualties. One man was entangled in the rope of car-puller and crushed. Another was caught in shaft and every bone broken. Another was crushed by bag of grain falling down chute. Last month we published notices of five other accidents fatal to elevator men. Dealers who profit by the experience of others adopt means of preventing accidents common to grain elevators, save the lives and limbs of their employes and prevent suffering and grief. You have time to guard the dangerous points about your plant before the new crop begins to move.

TELEPHONE companies have conducted business with so little regard for the rights and comfort of patrons that it is somewhat surprising to learn of one company which has been denied the right to help itself to the funds of a customer as suited its wishes and without regard to the service rendered. As is recited in our Indiana news column, the Public Utilities Commission is not disposed to look with favor upon such attempts.

GRAIN dealers everywhere owe it to their business to watch vigilantly the various bills pending in Congress, which will interfere with their business. The law makers as a rule know how to make a speech and draft a law, but they have as a rule little knowledge of the business which they seek to control or regulate, and whenever a well-posted business man convinces them they are wrong they back up, as they should do.

OWNERS of shingle roof elevators will soon experience difficulty in obtaining insurance in desirable companies, as the mutuals making a specialty of grain elevators have suffered so many heavy losses they are occasionally refusing to write any more insurance on elevators covered with wood. If the mutual insurance company, which makes a special study of this class of risks, cannot afford to assume such hazards, surely the owner dealer cannot.

EMPLOYERS who seek to obtain protection against dishonesty on the part of their employes through a bonding company will be especially interested in the decision of the New York Supreme Court published elsewhere in this number. In this case an employe was bonded for $2,500 and the bond renewed three times thereafter. The employer sued for $6,883.79 and has been awarded that amount after several trials, altho the bonding company persistently maintained that it was liable only for $2,500.

STATE politicians, hoping to gain graft, sinecures or votes, are enacting so much burdensome legislation for fire insurance companies that few new companies are organized, and the old ones experience so much difficulty in doing business in some states that they are on the point of withdrawing. The average fire insurance commissioner seems to think that a company can revolutionize its methods whenever he desires it and without any regard to its business in other states. The burden of all these fool regulations eventually falls on the policy holder, and the sooner he awakes to his own interests and calls a halt in the legislative and regulative warfare being conducted by the state legislatures and insurance commissioners, the sooner will the insurance business come down to an economical working basis and the cost of regulation and inspection be reduced to a minimum.

SHIPPERS who entrust their grain to railroads for transportation are fully entitled to a clean B/L; that is, a receipt in full for the grain placed into car for shipment. If the railroad fails to deliver the grain at destination, it is responsible, and liable for the loss incurred. The shipper cannot expect to guard his car from his elevator to unloading point. The railroad companies have charge of the shipment and are supposed to protect it from thieves, in transit and at destination. Where heavy shortages occur the railroad company is clearly liable.

ONE of the surprising disclosures of the Secretary's report at the Cedar Rapids meeting was that some grain elevator men of the prosperous, progressive state of Iowa are attempting to conduct a grain business without a shipping scale. Shippers who have shipping scales find occasion frequently to file claims for shortages. How can a grain elevator man without shipping scales know when he is being paid for what he put into the car? It costs him much more to do without shipping scales than it would possibly cost him to install the best obtainable.

THE CHAIRMAN of the sub-com'ite entrusted with the investigation of the exchanges called for by the Manahan resolution has expressed himself as intending to broaden the scope of his investigation so as to include *all* cotton and grain exchanges. That is reasonable and proper, and no doubt will result in the enlightenment of many Congressmen, the education of others, and the stifling of much idle prejudice which has long been nursed against commercial organizations, which do much more to reduce the cost of marketing farm products than members of Congress seem to appreciate.

DELAYED re-inspection of grain in terminal markets was given a much merited scoring at the Cedar Rapids meeting. If shippers will refuse to sell their grain subject to re-inspection more than 24 hours after first grading, they will not suffer from the trickery of terminal buyers who seek to force the shipper to guarantee the grade of his grain until it is unloaded. It does not matter what the rules of the market to which you ship provide; so long as you sell on terms which will permit re-inspection any old time the buyer desires to unload, you must expect occasionally to be forced to assume a heavy loss. Kansas City buyers obtain this privilege of re-inspecting at elevator now only through a special clause passed in track bids. Shippers have just as clear a right to private contract in utter disregard of exchange rules as anyone else, and they owe it to themselves to refuse to guarantee the grade of their grain longer than 24 hours after time of grading in terminal market.

MIXED carload shippers and buyers will be pleased to note that the Official Railroad Classification Committee has about decided to discontinue its effort to forbid such shipments. Such a rule would work a great hardship on interior retailers, who have neither sufficient storage room or capital to buy the different kinds of grain and feedstuffs handled in carload lots. Inasmuch as the varied character of the shipment places no increased burden on the carriers, a rule against mixed shipments will be absolutely inexcusable.

FIRES are unusually numerous for rainy April. Our news columns this number report 14 elevators burned and 4 damaged by fire. One fire was started in a pile of cobs. The sooner elevator operators come to a realization of the necessity of keeping their elevator and its surroundings clean and free of fire traps, the sooner will the number of fires and the cost of fire insurance in mutual companies be reduced. Cheaply built elevators erected by country barn builders are expected to burn, because neither their foundations or style of construction is designed to keep machinery in alignment. This results in friction, fire and destruction.

COUNTRY elevator men are beginning to appreciate the great expense of storing grain for farmers, and in different sections we find different means adopted for discontinuing the practice. A Boswell, Ind., dealer has printed at the bottom of his weight tickets the following: "All grain will be considered sold on day of delivery unless previously sold. No grain will be stored." This relieves the elevator man of any uncertainty as to what he must pay for the grain in his elevator and also settles the ownership, so that he can have the grain insured for his own account. So many country elevator men have been forced into bankruptcy by favoring farmers who wish to store, the wonder is that any have dared continue to trifle with this dangerous practice.

KANSAS grain shippers are up in arms against the state politicians who are seeking to have state grain inspection made compulsory. The shippers have suffered so many losses owing to the incompetency of the state inspectors that they are working earnestly to defeat any law which will make inspection compulsory. An Ellis, Kan., shipper who kept a close record of the work of the Kansas City Board of Trade inspectors and the state political inspectors discovered that out of 365 cars shipped, 345 were graded No. 2 by the Board of Trade department, and 344 of these cars were graded No. 3 by the state politicians. Shippers who are content to pay political loafers to undervalue their grain are not numerous in Kansas, so the great majority is working earnestly against compulsory inspection.

THE FEDERAL corn grades promulgated by the Department of Agriculture have now been adopted by the Illinois State Grain Inspection Dep't, the Missouri State Grain Inspection Dep't, the Minnesota State Grain Inspection Dep't, the Peoria Board of Trade, and the Omaha Grain Exchange. In fact, the western trade seem disposed to accept the grades without further protest. The grain dealers of the Atlantic ports, however, are determined to oppose the enactment of the Grain Grades Act which would bring about the enforced adoption of the federal grades of corn in all interstate and foreign commerce.

THE EASTERN railroads have persistently worked for months in an effort to convince the Interstate Commerce Commission that they must have higher rates or all go to the poor house, and yet they have been forced to admit by Iowa's alert railroad commissioner that their net-income for 1913 was greater than for any other year with the single exception of 1910. If some fair means could be devised for squeezing the water out of railroad stocks and bonds, the railroads would have so much net revenue from present rates that they would gladly reduce their rates and increase the wages of employes voluntarily.

CANADA'S Minister of Finance, in presenting his annual budget to the Canadian Parliament this week, made it clear that the government party will do nothing which will deprive the two transcontinental lines of railway now nearing completion of freight, nor the Canadian millers of their home market. United States grain dealers, as well as Canadian shippers, would profit as much as the producers and consumers if free trade in wheat were to become established between the two countries, and in the end it would also benefit the manufacturing industries, in that some wheat could generally be imported when the home crop was short.

CHARGING 5½c per ton of 2000 lbs., or a minimum of $2 per car, for spotting cars will not be assessed against cars both in and out if the C. & O. Ry. has its way. This generous road proposes to handle the empty car in the reverse direction free of extra charge; in other words, a country shipper would not be charged for switching the empty car to his elevator, but when he wanted it taken away, he would have to pay at least $2 for the service. If a few shippers would dump eight or ten carloads at the local freight depots, necessitating the employment of labor to remove it from receiving platform and load it into cars, we think the railroads would quickly realize that the elevator man who provides and maintains a bulk freight depot at his own expense performs more of a service for the railroad than the switching crews will ever perform for him.

Conferences Called on Grain Grades Act.

The Legislative Committee of the Grain Dealers National Ass'n will hold a meeting at the La Salle Hotel, Chicago, on Monday, April 20, to discuss the new Grain Grades Act, introduced in Congress on March 11 by A. F. Lever, Chairman of the House Committee on Agriculture.

Following this meeting, a conference is to be held on April 21 at the La Salle Hotel. At this conference representatives of the various grain exchanges will be present to discuss the provisions of the Grain Grades Act, and to confer with the legislative committee of the National Ass'n.

It is the earnest desire of Chairman A. E. Reynolds and the other members of the legislative committee that there be a large attendance at the meeting on April 21, so that the committee may be apprised of the objections of the trade to the pending bill to supervise the grading of grain.

The Chicago meeting will be open to the grain exchanges of the west and middle west, affiliated state assn's and any direct members of the National Ass'n who may wish to attend.

Every interested grain dealer is urged to attend this conference at the La Salle Hotel on April 21.

On Friday and Saturday, April 24 and 25, the Legislative Committee of the National Association will go to Washington to hold a conference with the eastern grain exchanges and exporters on the Grain Grades Act, preparatory to the hearings which will take place on the Lever bill before the House Committee on Agriculture on April 27.

The Washington meeting will be for the eastern and seaboard grain interests and it will be held at the New Willard hotel at 10 a. m. on April 24. There will be no meeting in Washington April 25.

Change in Contract Corn Deliveries at Chicago.

Following the adoption of the Federal corn grades by the Illinois State Grain Inspection Department to become effective July 1, it became necessary, in order to preserve the delivery of the same quality of corn on contract, to make a change in the rules of the Chicago Board of Trade prescribing the grades deliverable and the discounts to be allowed.

At a general meeting of the Board of Trade Mar. 13, changes were recommended, and the Rules Com'ite of the Board, John R. Mauff, acting chairman, on Mar. 23 submitted to the Directors the following proposed amendment to the rules, and on Apr. 1 it was posted by the directors for ballot:

Paragraph 2, Sec. 3, Rule XXII.

"For delivery on and after July 1, 1914, all contracts for corn, unless otherwise specified, shall be understood as for "contract" corn and on such contracts a tender of the following described grades of corn in such proportions as may be convenient to the seller, but in no case an amount less than 1,000 bushels of any one grade in one elevator, shall be deemed a valid tender at the price differences mentioned in the following schedule, subject however, to the provisions of Section 5 of Rule XXI:

No. 1 White Corn, No. 2 White Corn, No. 1 Yellow Corn, No. 2 Yellow Corn, at ½ cent per bushel over contract price.

No. 1 (Mixed) Corn, No. 2 (Mixed) Corn at contract price.

No. 3 White Corn, No. 3 Yellow Corn at two cents per bushel under contract price.

No. 3 (Mixed) Corn—at 2½ cents per bushel under contract price.

The above grades of corn to conform to the standards established by the U. S. Government effective July 1, 1914.

Also, that Sec. 3 of Rule XXII be amended by inserting after "No. 3 (Mixed) Corn," the following:

No. 4 White Corn, No. 4 Yellow Corn at 4½ cents per bushel under contract price.

No. 4 (Mixed) Corn at 5 cents per bushel under contract price.

Provided that No. 4 Corn of the new crop can be delivered only during the months of November, December, January and February.

DIRECTORS PERSONALLY Liable for Fraud of Manager.

For failure to deliver grain on warehouse receipts the directors of the Roy White Co-operative Mercantile Co., Weiser, Idaho, have been held liable in damages to the holder of the receipts, by the Supreme Court of Idaho, reversing the decision of the lower court.

The warehouse receipts were held by the Frontier Milling & Elevator Co., plaintiff, which alleged that the respondents failed and refused to deliver the grain, seeds, and potatoes called for by the warehouse receipts; that the respondents unlawfully sold and converted the grain and other produce to their own use; that E. J. Patch, John Bechtel, C. S. Applegate, J. T. Stephens, and David Donnan, directors of the Roy White Co-Operative Mercantile Co., Limited, had full knowledge of the fact that the defendant Roy White, general manager, was embezzling and converting to the use and benefit of the respondent corporation the grain and produce so stored with it by the owner thereof contrary to law, and in violation of a written contract theretofore entered into between appellant and respondents; and that said directors unlawfully suffered and permitted the above wrongful acts.

Justice Budge of the Supreme Court held: The directors of a corporation are its agents, and occupy a fiduciary relation to it. They are therefore held to the exercise of good faith in all dealings with the public in connection with the business of the corporation, and, if they are guilty of official mismanagement or official misconduct in connection with their duties as such directors, they are personally liable to the party injured.

Directors are answerable for ordinary negligence. This means that they are required to give the business of the corporation that care that every man of common prudence takes of his own concerns, and, if the wrongful conversion of the grain and the other produce of the appellant was caused or suffered by reason of the wrongful and careless conduct on the part of the directors, they cannot shift their responsibility. What constitutes a proper performance of the duties of a director is a question of fact which must be determined in each case in view of all the circumstances.

The directors of the respondent corporation are presumed to know the relationship that existed between the appellant and respondent corporation, and, if they, while acting as such directors, willfully and unlawfully permitted their general manager, with their knowledge and consent, to embezzle and appropriate to the use and benefit of the respondent corporation the grain and other produce of the appellant represented by the warehouse receipts, or by the exercise of reasonable diligence and care could and should have known that the grain stored with them by appellant was being unlawfully diverted and embezzled by their general manager, they would be personally liable for the loss thus sustained. —138 Pac. Rep., 825.

Liable for $6,883 on $2,500 Bond.

A $2,500 bond, originally executed for one year and three times renewed, each time for a period of one year, is in effect four distinct liabilities, under which the bonding company is liable to the holder of the bond for any defaults by the person bonded during the respective periods covered by the bond, up to the amount of $2,500 per annum.

In the case of the Alex. Campbell Milk Co. v. United States Fidelity & Guaranty Co., the employe bonded was found, at the end of four years, to have defaulted various amounts during each of the years he was under bond. Justice Stapleton of the New York Supreme Court held on Feb. 20, that the bonding company was liable for these losses up to the amount of $2,500 each year, and awarded the plaintiff $6,883.79 damages.

The bond contained the following provision:

"The company, upon the execution of this bond, shall not thereafter be responsible to the employer under any bond previously issued to the employer on behalf of said employe, and upon the issuance of any bond subsequent hereto upon said employe in favor of said employer, all responsibility hereunder shall cease and determine, it being mutually understood that it is the intention of this provision that but one (the last) bond shall be in force at one time, unless otherwise stipulated between the employer and the company."

It also provided that: "The company shall not in any wise be responsible to the employer, under this bond, to a greater extent than $2,500."

The Court said:

Defendant insists that the association of these clauses by reference limits the liability in any event to $2,500. I cannot so read the instruments. In my judgment the bond and the renewals establish distinct liabilities. The obligation of the bond is to make good the loss occurring during its term; the obligation of each renewal is to make good the loss occurring during its term. Each stands upon its separate consideration, and provides for its designated period of time. United States Fidelity & Guaranty Co. v. Williams, 96 Miss. 10, 49 South. 742, and cases cited.—146 N. Y. Supp. 92.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

G. N. 207686 passed thru Big Sandy, Mont., westbound, Mar. 31, leaking wheat under side door post.—W. A. Schurmann, agt. Rocky Mountain Elvtr. Co.

Colo. & Sou. 12383 passed thru Mercer, Mo., Mar. 23, via C., R. I. & P. Ry. in Extra 2546, leaking shelled corn badly at rear end of car over drawbar.—A. A. Alley, Alley Grain Co.

I. C. 39642 passed thru Rockwell City, Ia., Mar. 22, leaking mixed corn at side of car opposite trucks, side being sprung out and side sill split. Car was repaired by R. R. men but the loss must be heavy. —C. W. Kellogg, mgr. Rockwell City Elvtr. Co.

C. R. I. & P. 36570 passed thru Okarche, Okla., Mar. 18, leaking wheat badly at side of door.—E. Fischen, agt. El Reno Mill & Elvtr. Co.

K. C. M. & O. 107 passed thru Verdi, Minn., Mar. 12, leaking barley at end and between outside boards and sill.—J. H. Kuntz, agt. Western Elvtr. Co.

C. G. W. 16684 came into Geneseo, Ill., Mar. 10, leaking oats, lost about 20 bus. coming into city. Repaired by C. R. I. & P. R. R. section men.—L. E. Ellsberry, G. D. Sutton Co.

Asked—Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Best Wagon Dump.

Grain Dealers Journal: What is the best dump for grain?—D. G. Coyner, Lyndon, O.

How to Collect Claims.

Grain Dealers Journal: We have a number of claims that the Rock Island has refused lately. Can readers of the Journal recommend a good attorney who would collect these claims on a 25 per cent basis, or recommend a good claim agency?

We have the sworn affidavit of weight, destination weights, account of sales, and freight bills to substantiate our claims.—E. A. B.

Plan Wanted for Hay Warehouse.

Grain Dealers Journal: We would like to have a plan from any one that can give us a good one for building a good hay storage warehouse. Something that will hold about 50 cars where we can store this amount in the least available room, to cover the least ground and still be handy and to be built as cheaply as is possible, yet substantially. We will appreciate any suggestions from brother dealers.—Yours truly, Model Milling Co., Celina, O.

Side Tracks Under State Jurisdiction.

Grain Dealers Journal: Has the Interstate Commerce Commission in any instance refused to grant a side track to an elevator at a station where another elevator is already operating and is paying the same prices as the surrounding competing points?—P. & W.

Ans.—The Interstate Commerce Commission has nothing to do with the laying of switch tracks. This would come under the jurisdiction of the state railroad commission. The railroad undoubtedly can grant leases for elevator sites on its right-of-way, so long as they do not interfere with the transportation of freight and passengers. The prices paid by any company operating an existing elevator would have no bearing on the railroad's right to issue a lease or to lay a side track for a new elevator.

Who Is Responsible for Error?

Grain Dealers Journal: In making a cut off in my business, I loaded out a car of corn, putting yellow shelled corn in one end and white shelled corn in the other end. I shipped this car to one of our best markets. I billed it out as mixed corn and invoiced it to the receivers as mixed corn with instructions to sell the corn on its merits. The inspection department graded the car as "yellow corn" and it was sold as such to an industry.

Upon unloading, it was discovered that only one end of the car was yellow corn. The firm unloaded the yellow corn and refused the white corn.

In the meantime the market had declined 7 cts. and I was forced to take a loss of that amount on the part of the car refused. Is anyone financially responsible for this loss? Have I any recourse?—Frank R. Pence.

What to Do About Shortages.

Grain Dealers Journal: What is to be done about the shortage on carloads of grain? We have cars of corn fall short all the way from 500 to 2,300 pounds when the cars are new and in good shape. I don't see how it can be the fault of the railroads. It looks to me like a steal somewhere.

What can we do to get things adjusted better? We can't stand the shortage and we can't get the companies to make it good. I would like to have the advice of brother dealers.—A. E. G.

Book on Feed Laws?

Grain Dealers Journal: What is the title of a book giving feed laws and rules and regulations that might be instructive to one engaged in the buying and selling of same?—Fred King, Hopkins, Mich.

Ans.: The feed laws of Michigan and all other states and the federal food and drugs act, together with other information valuable to feed handlers and millers, are contained in a pamphlet of 146 pages, 6x9 inches, published as "Laws for the Flour Miller," by the Millers National Federation, Chicago. Price, $1.00.

Is Margin Compulsory?

Grain Dealers Journal: Is a shipper who sells grain to a Kansas City buyer compelled to deposit a margin on the sale? What are the provisions of the Kansas City margin rule?—R. E. McIntyre.

Ans.: The rule of the Kansas City Board of Trade is compulsory only when demanded by the buyer and on contracts where the delivery is more than ten days ahead. The provisions of the rule are:

Art. 12, Section 8 (a), On purchase or sale of grain, feeds or seeds, for which shipment or delivery extends beyond ten (10) days from date of contract, said contract shall state that either buyer or seller may call for margins to the market value, and release such margins to the market until final adjustment has been made; and all such contracts shall contain the following:

(b) It is agreed that either party to this contract may call for a marginal deposit to the market, same to be released when market justifies. In cases wherein more than one contract has been made, deposit call and subsequent calls for the releasing of same, shall not exceed the net aggregate difference owing by one party to the other on all contracts open and amenable to this rule.

(c) Said margin when called by a resident member of the Kansas City Board shall be deposited with the Secretary of the Board of Trade and shall be subject to the rules of the Kansas City Board of Trade governing the depositing and releasing of margins. Non-residents may deposit with the Secretary of the Kansas City Board of Trade, or in any banking institution properly designated as a depository for margins. Margins must be deposited within twenty-four (24) hours as herein provided; legal holidays in either buyer's or seller's place of business shall not be counted. Non-residents of Kansas City, Missouri, may remit by telegraphic transfer, or by mail remittance if preceded by telegraphic notification from (his or their) local bank that such remittance has been made.

(d) Party making marginal deposit must advise the Secretary of the Kansas City Board of Trade immediately, giving name of party for whose protection the deposit is made.

(e) In case marginal deposit call to the market is not deposited and official notice of same is not received within twenty-four (24) hours, as hereinbefore provided, the party thus calling shall have the privilege to cancel all contracts covered by such margin call at the general market value, or to re-sell or re-buy at his or their option, under prompt telegraphic advice, charging difference or loss to the defaulting party, said amount to be due and payable at once.

(f) All margins shall be immediately released upon faithful performance of the contract.

(g) A committee of three shall be appointed by the President, to whom all disputes as to a proper marginal price, or any other feature connected with cash margins shall be referred.

How to Market Alfalfa Seed?

Grain Dealers Journal: There are two carloads of alfalfa seed in this county and no one to handle it. I would buy it to sell later at a good price, but I have no equipment.

Is there no corporation that will buy up all of this alfalfa seed and store it for a higher price?

What kind of cleaner is necessary to take out the foxtail from alfalfa seed? What are the names of firms handling alfalfa seed in large quantities, and what are the market prices?—E. G. Raymers, blacksmith, Marquette, Neb.

Who Is Liable for Wrong Delivery?

Grain Dealers Journal: We would like to know if any one else has had an experience such as ours, and what they did about it.

Some time back a country shipper drew on us with a draft, covering a car load of corn going to an interior point. Through error, the draft was addressed to us at the destination of the car, instead of at Wichita. On reaching destination, the bank in some way connected with our customer and allowed him to pay the draft and take possession of the lading.

This was a Shipper's Order shipment, and our sale was for demand draft in full, to be paid on presentation. It so happened that the country shipper allowed an extra margin in his draft to protect us in an overdraft on other shipments, with the result that there was quite a little difference between the shipper's draft upon us and the amount for which we had the car sold to our customer.

We have written the customer several times, but have been unable to get a reply of any kind. Have taken the matter up with the bank, and it advises that the parties to whom it surrendered the draft are responsible, and if we have any claims against them they can be collected.

We think our claim is against the bank, and have tried to get the comptroller of the currency to give us some information as to the handling of this, but he refuses to do this. Through the negligence of the bank, we presume we will be out attorney fees and some costs on this item.

Things are in a pretty mess if our national banks are allowed this free handling of items of value placed in their hands, the owners being compelled to go to extra expense to protect themselves against their neglect and oversight.—Respectfully, The Anderson Grain Co., Per Winthrop, Wichita, Kan.

MANCHESTER DOCKS, Eng., grant a rebate of 1½d per ton for grain delivered in bulk. Handling in bulk also saves the charge for the use of sacks, amounting to 4½d per ton. English millers and grain men are attempting to bring about bulk handling of grain in railway cars. The Port of Manchester is also completing an up-to-date bulk grain elevator having a storage capacity of 1,500,000 bus.

SEABOARD AGAINST FEDeral Inspection.

Both the McCumber bill and the Grain Grades Act introduced by Mr. Lever are objectionable to the grain exporters of the Atlantic Seaboard who met in the New York Produce Exchange Mar. 26.

Represented at the meeting were the Boston Chamber of Commerce, Philadelphia Commercial Exchange, Baltimore Chamber of Commerce and the New York Produce Exchange. The delegates were called to order by John Aspegren, pres. of the Produce Exchange, when Eugene Blackford, pres. of the Baltimore Chamber of Commerce, was chosen chairman

E. H. Reynolds, of Crawfordville, Ind., chairman of the Legislative Com'ite of the Grain Dealers National Ass'n, when called upon explained the Lever bill for grain inspection: "By some feat of legerdemain the sponsors for these bills expect, in obtaining control of the grain from the time it leaves the farm until it reaches the consumer, to see that the producer gets a higher price for it and the consumer a lower one than is possible under the present laws of trade. It is simply unworkable.

"Both the Lever and the McCumber bills make it difficult to carry on business. The former has the best chance of being passed, and it provides, among other things, that the Sec'y of Agriculture may at will change the grading of grain. Anybody who ships grain may call upon him for a decision as to grading, and what he says is final. You can imagine what may be the results when grain is shipped over long distances. It may be good enough when it starts, but may deteriorate en route. It is a measure, as it stands, that is impossible to do business under.

"A shipper must ship only a grade specified by the Government, and the word 'grade' would thereafter have to be dropped in designating variations from the standard grades and some other word such as 'condition' used. The bill was framed without adequate knowledge of the grain business or its requirements."

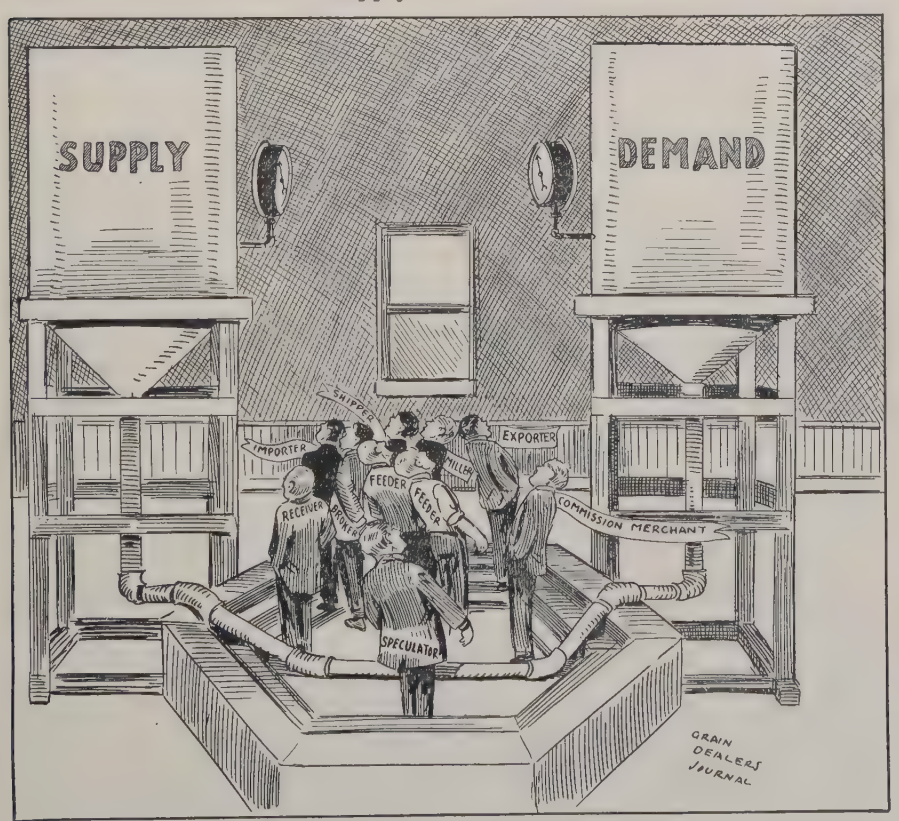
Geo. C. Omerly, Philadelphia: "Why should the United States Government insist on giving the foreign buyer something he doesn't want to pay for? Whoever heard of any European government showing any solicitude for what they were going to send us?"

John M. Dennis, of Baltimore, moved that the sense of the meeting was opposed to both the McCumber and the Lever bills, and to any legislation affecting the grain trade of a similar nature. *Carried.*

Following the general discussion it was decided, on motion of William Riemschneider, to appoint committees from the four institutions represented to go to Washington to oppose the bills, to delay action, or to seek amendments, as seemed most expedient.

The following delegates were present: Lucien H. Peters and George W. Eddy, from the Boston Chamber of Commerce; George W. Warner, Louis G. Graff and George G. Omerly, from the Philadelphia Commercial Exchange; Eugene Blackford, John M. Dennis and J. Collin Vincent, from the Baltimore Chamber of Commerce. The Produce Exchange was represented officially by the committee on grain, consisting of William Riemschneider, chairman; William Beatty, H. G. Graff, Kenneth J. Muir and Louis G. Leverich, although the meeting was thrown open to the trade generally, of which there was a large attendance.

The Real, the Invisible, Controlling Factors in the Grain Pits—World's Supply and Demand.



Supply from all Sources and Demand from Every Direction Meet and Adjust themselves in the Wheat Pit where Every Interest from Producer to Consumer makes its Price Establishing Power felt to the fullest extent thru direct representation by Commission Merchant, Broker, Speculator, Investor, Miller, Farmer, Feeder, Receiver, Importer, Exporter, Shipper and Warehouseman.

Coming Conventions.

May 7-8.—National Ass'n of Managers of Farmers Co-operative Companies at Sioux City, Ia.

May 19-20.—The Oklahoma Grain Dealers Ass'n at Oklahoma City, Okla.

May 22-23.—American Feed Manufacturers Ass'n, at Auditorium Hotel, Chicago, Ill.

May 26-28—Kansas Grain Dealers Ass'n will hold its annual meeting at Kansas City.

May 27-30.—Millers National Federation at Old Point Comfort, Va.

June 2-3—Illinois Grain Dealers Ass'n at Cairo, Ill.

June 17-18—The Ohio Grain Dealers Ass'n at Cedar Point, O.

June 23-25.—American Seed Trade Ass'n at Washington, D. C.

July 14-16. The 21st annual convention of the National Hay Ass'n will be held at Cedar Point, O.

Oct. 12-14—Grain Dealers National Ass'n at Kansas City, Mo.

Hearing Apr. 27 on Grain Grades Act.

Washington, Apr. 3.—The Agricultural Com'ite of the House of Representatives has announced that it will hold a hearing April 27 of grain dealers and farmers' organizations on the Lever grain grading bill. Congressmen from the northern states have received many inquiries from that region, asking for explicit informaion as to the importance of the hearing. All plans have been perfected to begin on that date a full investigation into the present means employed in the principal wheat markets of the country to determine the grade of the farmer's crop, and thereby to fix the price to be paid.

New York, Chicago, San Francisco, Baltimore, Minneapolis and Philadelphia commercial bodies have promised by wire the attendance of spokesmen at the inquiry.

The cotton grading and cotton futures bill introduced by Representative Lever will be given a hearing on April 22. Southern cotton planters will be chiefly represented by the various farmers associations. Cotton exchanges in New Orleans and New York have assigned their attorneys to attend the inquiry.

ARGENTINE CORN MOVEMENT.

The first car of Argentine corn to reach Chicago arrived Mar. 25 consigned to the Edwards & Loomis Co., who will use it in the manufacture of poultry feeds. The corn was in good condition, testing 11.60% moisture, and weighed 62 lbs. per measured bus. Edwards & Loomis intend to use 100,000 bus. of Argentine corn this season and are working for a reduction in the 25c rate now applying westbound on corn from New York to Chicago. This rate is 9c higher than the eastbound rate.

The cheapness of Argentine corn, which has sold from 12c to 14c under the price of domestic grain, is undoubtedly due to the terms the exporters demand. Argentine corn is sold entirely on the basis of fair average condition and quality at loading. Disputes are first arbitrated in New York; if either party is dissatisfied, the dispute must go to London arbitration for final settlement. On account of the risk assumed, the buyer naturally demands a greater margin than when handling the domestic grain.

TOO BUSY TO READ.

An hour with a book would have brought to his mind
The secret it took him a whole year to find;
The facts that he learned at enormous expense
Were all on the library shelf to commence.
Alas for our hero, too busy to read;
A. B. was too busy, it proved, to succeed.

Letters From Dealers

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

To Settle Shortage Question.

Grain Dealers' Journal: In my opinion there is only one way to handle the matter of shortages and that is to put in scales at point of loading and unloading, making the railroad agent or station agent and grain buyer the legal weighmasters at point of loading, and the receiver at the point of unloading the legal weighmaster at that point.—F. P. Hawthorne, McPherson, Kan.

Hired the Railroad's Lawyer.

Grain Dealers Journal: During the winter of 1912 I had 70,000 bus. of that year's crop of high priced corn in my elevator. I ordered cars but did not get any. My contracts all expired and the market declined so that I had a loss of $7,000.00 because of the lack of cars.

I paid an expert bookkeeper $25.00 to make out a statement of my loss, together with all necessary documentary evidence.

The claim was given to one of the best lawyers in our state. He kept the claim a long time and made a number of promises to start suit but the suit never materialized. I finally became disgusted and asked the lawyer what I owed him. He requested $50, which I paid.

My claim is now dying a peaceful death in my office.

Can anybody beat this experience with the legal fraternity?—An Indiana Shipper.

Charge for Spotting or Other Extra Service.

Grain Dealers Journal: At the meeting of the Transportation Club of Lima, Mar. 25, men who had attended the Central Freight Ass'n's meeting stated that the broad opinion of the I. C. C. was that there should be a charge for spotting of all cars and a charge for any special or singling out service.

As understood, a train arriving at a point and there was only one car to cut out or switch out, it could be thrown on to a private track without an extra charge, but should there be two cars in this particular train, one of them to be delivered to the public and the other to the private, they would have to go on the public track or a charge be made for putting or singling the one to the private track.

In other words, any special service and a charge for such service was to be five and one-half cents per ton with a maximum charge of $2.00, but this does not agree with the tariff received from the C. and O. Apr. 4, as they make the minimum $2.00.

This tariff only includes one particular point, Muncie, Ind., and this is for ha dling cars on industrial track known as the Muncie & Western. The charge for spotting has been postponed by the I. C. C. until July 30, except for the iron and steel industries located on what is called the industrial tracks.—O. C. Robinson, Lima, O.

The Board of Trade.

Grain Dealers Journal: Much is being said in regard to the merits and demerits of the Chicago Board of Trade. They fail to remember that without the B. of T. there would be no place where dealers could protect themselves against loss by hedging.

They think only of the man who has a hundred dollars and who buys or sells 5,000 bus. in the pits. If he loses he may call it a gambling institution. If he wins the B. of T. is a fine thing.

It would be just about as sensible to kill the fire in an office stove for fear somebody will come and put his hand in the fire and burn it as it would be to take the Chicago B. of T. out of the grain business.—A. S. H.

The Co-Operative Movement in Ohio.

Grain Dealers Journal: In these days when the word "co-operation" means a farmer's elevator to the average grain dealer, it behooves everyone to give careful thought to the problem as represented by the co-operative movement.

The state of Ohio has considered the problem of such importance as to send a commission to Europe to study the co-operative movement.

The report of the commission has not been made public but developments portend a favorable report.

The governor of Ohio is at present considering the appointment of a "Co-operative Commission" for the state of Ohio. This Commission would have as its duties the promotion of co-operative movements in various lines of business.

Some dealers still consider that the co-operative movement is merely a "spring rain" which will soon pass away, but they are mistaken either by reason of prejudice or lack of information.

I believe that the appointment of a commission to look into this co-operative movement would be a fine thing, as this commission could see to it that justice was done to the regular dealer who has his money invested in an elevator. It could see to it that where the dealers are faithfully serving the community, no co-operative elevator be built and that if a co-operative elevator is demanded that one of the elevators in the town be purchased on a fair and honest money value basis.—Ohio Shipper.

Loading Card for Shippers.

Grain Dealers Journal: To further co-operate with the country shipper in getting as much as possible out of each and every car shipped, we are issuing a card to be tacked on each grain door of cars loaded with grain. This card has been designed by Mr. Powell, Chief Inspector and Weighmaster of the Omaha Grain Exchange.

If the shipper will put on the card the weight which is put into the car, a weight to which he can make affidavit, and will give a true account of the loading of the grain, weighmasters, samplers and inspectors will learn to value the information.

Most markets now have office inspection and the sample of the carload is the factor in the inspection of the grain.

By describing accurately how the car is loaded will be a step in the right direction.

Mr. Powell, Chief Inspector of the Omaha Grain Exchange, has instructed all samplers to be on the lookout for each and every car bearing this card. If the shipper fills out the card fully, the sampler will follow the instructions on the cards.

We are going to furnish these cards free to our shippers, but there may be shippers in other territories that are shipping their grain to other markets other than the Omaha market, and we would be glad to furnish them a supply of these cards at a small cost. If ship-

NOTICE---WE ASK YOUR CO-OPERATION

THIS CARD IS NAILED ON THIS DOOR TO GIVE RELIABLE INFORMATION TO SAMPLERS, INSPECTORS AND WEIGHMASTERS.

We sign the statement below which is evidence that the facts stated are correct.

We will make sworn statement that we weighed into this car_____ pounds.

We did not weigh this car but estimate car contains_____pounds.

We ship this car and expect it to grade_____test_____

This car is loaded with same grade of grain from bottom to top Yes / No

The sampler will find this car loaded as follows_____

BY TAKING an average sample or samples from_____

we think the grain should Grade_____Test_____

Signed_____

By_____

Designed by GEO. B. POWELL, Chief Inspector and Weighmaster, Omaha Grain Exchange, Omaha, Nebraska

Loading Card for Shippers.

pers will study the cards over carefully they will find that it is a good idea and if it is properly filled out, means a mighty lot to them.—Flanley Grain Co., Omaha.

Protests Against Charge for Spotting.

Grain Dealers Journal: I see the carriers of freight have prepared tariffs for filing with the commission at Washington in which a charge of 7½ cts. per ton with a minimum of $2.00 per car, for setting cars on side track belonging to any coal, lumber or grain firm.

I must say that this charge is not fair. If the carriers must have an advance in freight (which I do not think necessary) then the only fair thing to do is to grant the advance on all classes and commodities. I therefore protest against the adoption of any plan charging for spotting of cars, the service of which is already included in the freight rate which we pay.—Yours truly, B. P. Greenfield, Hubbard, Iowa.

All Lost; Each Will Reform.

Grain Dealers Journal: Last week I stopped at 24 neighboring grain shipping stations and called on each of 30 dealers engaged in handling grain. Only one of these dealers would acknowledge that he made any money during the past year and he speculated by selling corn early and before he had any bought. The other dealers all lost money and said that the past year had been the most disastrous in their experience.

One dealer lost 58 cts. on a total of 500,000 bus. of grain; another lost $1,500 in the month of December; another made $128 during the year but had not allowed anything for his own services. Another was reported to be $10 to $12,000 behind as a result of about 18 mos. operation. A number of others did not keep a set of books but relied on their banker, who advised them that the bank account was depleted.

You probably wonder why these losses were entailed and I hasten to assure you that they were unnecessary. Every dealer contracted with his farmer customer to buy his 1913 corn crop, in most cases at 60 cts. with no restrictions as to grade.

The corn crop did not mature properly and as a result very wet rotten corn was delivered and as the dealer had No. 3 corn contracts to fill and only rotten sample corn to apply on them, he in all cases was discontinued 4 to 6 cts.; and 12 to 15 ct. discounts were common. Six dealers reported discounts from 25 to 32 cts.

One dealer paid 2 cts. more than he could get for his corn; he was under the impression that he could buy his friends—they are now calling him 40 kinds of a fool for giving his money away.

In one town track prices were paid for most of the crop. Another dealer believed every story the farmer told him about competitive prices—result, a big red entry on his books. All of the dealers paid the same price for good and poor corn.

As a result of the work of a Good Samaritan every one of these dealers has agreed to buy corn by grade, with market difference to apply on off grades. They are going to use written contracts wherein the farmer agrees to the above conditions.

Ninety per cent of these dealers will buy moisture testers and next season better business methods will prevail. Justice, satisfaction and a fair monetary return will be the outcome.—A Traveler.

Markets for Grain on Track.

The most striking event in the cash grain market during the past two weeks has been the strength in the lower grades of corn. No. 3 mixed corn at Chicago on Apr. 9 had crept up almost to May price, selling around 69 cents, against 69¼ for the future. A week ago the discount was 1⅝ cents and 2 weeks ago 2⅛ cents. No. 4 mixed is selling 1½ cents under May, against 3⅜ a week ago, 4½ cents two weeks ago and as much as 9 cents under on Mar. 9.

But for the Argentine supply corn prices would now be tending very much higher, if left to the unrestrained speculative situation. The removal of the duty, however, has deprived speculators of their former opportunities, and, altho prices for cash corn are now about at the highest on the crop, there is no speculative excitement, interest having been transferred from the admittedly strong domestic situation to the increasing Argentine offerings. Last week a half million bus. contract corn was sold to go to store and a cargo was bot to come from Montreal to Chicago. The fact that the December delivery is selling 10 cents under September speaks for itself as showing belief in present scarcity and future plenty.

The improvement in the grading reported in this column continues, the arrivals of No. 3 corn on Apr. 9 having been 55 cars out of a total of 107 cars of all grades at Chicago, only 3 grading sample.

In wheat a normal condition has prevailed, arrivals at Minneapolis, Duluth and Winnipeg last week having been 3,599 cars, against 3,317 cars during the corresponding week a year ago, the strong foreign markets and the lower prices acceptable on this side, due to good crop prospects, making a favorable condition for export merchandising.

At Minneapolis No. 1 hard is selling at 3 to 4 cents over May, No. 1 northern at 1 to 3 cents over, No. 2 going at May price.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery during March and part of April are given on the chart herewith.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Mar. 25.	Mar. 26.	Mar. 27.	Mar. 28.	Mar. 30.	Mar. 31.	Apr. 1.	Apr. 2.	Apr. 3.	Apr. 4.	Apr. 6.	Apr. 8.	Apr. 9.
Chicago	93¼	93¼	93¼	93⅛	92⅛	91⅛	91⅜	91⅝	91⅜	91¼	90¾	90¾	90⅞
Minneapolis ...	90⅞	90⅞	90¾	90⅜	89⅜	88⅜	88⅞	89¼	89⅛	88¾	88⅛	88⅛	87⅝
Duluth	92½	92½	92⅜	91⅞	91	90⅛	90⅝	91	90¾	90½	89¾	89¾	89⅜
St. Louis.......	92¼	92⅝	92⅞	92¾	91¼	90¼	90¾	90¾	90⅝	90½	89⅞	89½	89⅝
Kansas City....	86¾	86⅝	86½	86¼	85	83⅞	84¼	84⅜	84½	84⅛	83	82⅞	83¼
Milwaukee	93¼	93¼	93¼	93⅛	92⅛	91	91¼	91⅝	91½	91¼	90¾	90⅝	90⅞
Toledo	99¾	99⅞	100	100	99½	99	99¼	99¼	99⅛	98⅞	98⅜	98⅜	98¾
*Baltimore	101	100¾	100¾	100⅜	99½	98½	99¼	99⅝	100¼	100¼	99½	98¾	98½
Winnipeg	92⅝	92½	92½	92¼	91⅜	90¼	90⅜	91⅜	91⅜	91⅛	90½	90⅝	90⅜
Liverpool	104¼	104⅜	104¾	104½	104⅛	103½	103½	103½	103¾	103⅝	103¼	102⅞	103½
Budapest	139⅛	139½	140¾	139⅞	142	142	139⅛	140½	139	139½	136¾	140⅜	140½

MAY CORN.

	Mar. 25.	Mar. 26.	Mar. 27.	Mar. 28.	Mar. 30.	Mar. 31.	Apr. 1.	Apr. 2.	Apr. 3.	Apr. 4.	Apr. 6.	Apr. 8.	Apr. 9.
Chicago	69⅛	68⅜	68⅝	68¾	68⅛	67⅛	67⅜	67¾	68¼	68⅛	68⅝	69⅛	68¾
Kansas City....	69⅝	69⅛	69¼	69¼	68⅝	68⅛	68⅜	68⅝	69⅛	69¼	69¾	70⅜	69¾
St. Louis.......	70½	70⅛	70¼	70½	70	69⅛	69½	69⅞	70⅛	70⅛	70⅞	71⅝	71¼
†Liverpool	62¾	62⅝	62½	62¾	62½	62	61¾	61⅝	61¾	61¾	61½	61½	61⅜

*April delivery prior to April 1. †July.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

IDAHO.

Pocatello, Ida., Mar. 26.—We expect a liberal movement of grain after May 1, when farmers have finished seeding.—O. E. Scott, sec'y-mgr. Farmers Society of Equity.

ILLINOIS.

Elwood, Ill., Apr. 6.—Little corn or oats moving at present.—J. C. Beattie.

Ransom, Ill., Apr. 3.—No grain moving.—P. C. Allen, mgr. Farmers Elvtr. Co.

Fisher, Ill., Apr. 2.—Little grain moved this season; poor grade.—John Reardon.

McClure, Ill., Apr. 6.—Little grain in farmers hands now.—A. T. Sams, Carbondale Mill & Elvtr. Co.

Mt. Sterling, Ill., Apr. 6.—A few farmers shipping in corn and selling out to their neighbors.—Ed. Pendleton.

Thomas sta. (Alvin p. o.), Ill., Apr. 3.—About 25% corn and 10% oats left in farmers hands.—Geo. C. Arnold.

Alvin, Ill., Apr. 3.—About 35% corn and 15% oats left in farmers hands.—F. E. Yeazell, mgr. Farmers Elvtr. Co.

Fairbury, Ill., Apr. 4.—About 15% oats and 30% corn left at this station; will be late getting oats in on account rain.—N. B. Claudon & Son.

Decatur, Ill., Apr. 7.—No corn moving; at least 45% left in farmers hands; old oats cleaned up within 15% of the crop.—Conley Quigley & Co.

Danville, Ill., Apr. 7.—On a trip from Danville, Ill., to Attica, Ind., then north to Oxford, Ind.; west to Hoopeston, Ill., and south to Danville, Ill., I found that on an average 25% of corn and 10% of oats left in farmers hands; no wheat in dealers hands.—G.

INDIANA.

Jasper, Ind., Apr. 4.—About 25% grain in farmers hands.—A. M. Bohnert.

Goodland, Ind., Mar. 28.—Farmers still holding 30% corn and 22½% oats.—W. E. Rich.

Attica, Ind., Mar. 31.—About 20% corn and 8% oats left in farmers hands.—Stafford Grain Co.

State Line, Ind., Mar. 30.—About 10% corn and 15% oats left in farmers hands.—M. A. Current Co.

Oxford, Ind., Apr. 1.—About 25% oats and 20% corn left in farmers hands.—J. M. Burt, mgr. Oxford Grain Co.

Ambia, Ind., Apr. 2.—About 35% corn and 15% oats left in farmers hands.—Jesse Summers, mgr. Ambia Grain Co.

Rob Roy sta. (Attica p. o.), Ind., Apr. 1.—About 25% of corn and oats left in farmers hands.—H. L. Harrington.

Pine Village, Ind., Apr. 1.—About 25% corn and practically no oats left in farmers hands.—Farden & Cooper.

Boswell, Ind., Apr. 2.—About 30% corn and 40% oats left in farmers hands.—O. E. Powell, mgr. Boswell Grain Co.

Marshfield, Ind., Mar. 30.—About 25% corn and oats left in farmers hands.—P. J. Wolfram, mgr. Wolfram Grain Co.

Winthrop, Ind., Apr. 1.—About 25% corn and 5% of oats left in farmers hands.—R. C. Bertchin, mgr. Winthrop Grain Co.

Chatterton sta. (Attica p. o.), Ind., Apr. 1.—About 15% corn and 5% oats left in farmers hands.—S. C. Rhode, mgr. Chatterton Grain Co.

Holland, Ind., Apr. 1.—Little wheat in farmers hands and they are feeding that, saying they can make more that way than by marketing it.—F. H. Wellman.

Pence, Ind., Apr. 3.—About 30% corn and no oats left in farmers hands.—F. R. Pence.

Talbott, Ind., Apr. 2.—About 20% corn and 30% of oats left in farmers hands.—Lee Kelley, sec'y Kelley-Betts Grain Co.

Goshen, Ind., Apr. 7.—Have done a fair business in rye during past year; farmers are pretty well sold out.—Goshen Mlg. Co.

West Lebanon, Ind., Mar. 31.—About 20% corn and 10% oats left in farmers hands.—Sam Erskine, mgr. West Lebanon Grain Co.

IOWA.

Des Moines, Ia., Apr. 4.—Farmers holding about 20% corn and 30% oats.—Taylor & Patton Co.

Watkins, Ia., Apr. 7.—Not much grain moving at present.—Ray A. Beuter, mgr. Watkins Grain Co.

Anthon, Ia., Apr. 8.—Corn receipts ahead of expectations.—D. M. McKenzie, agt., Western Elvtr. Co.

KANSAS.

Amy, Kan., Apr. 6.—No grain of any kind in farmers hands.—Sharp Bros.

Tisdale, Kan., Mar. 25.—Corn being shipped in for feed.—Bartlow & Coffey.

Annelly, Kan., Apr. 7.—Practically no grain in farmers hands.—H. C. W. Griffith.

Ackerland, Kan., Apr. 6.—About 20% wheat in farmers hands; no oats or corn in country.—S. H. Hill, agt. Ragan Bros.

Agenda, Kan., Apr. 6.—Wheat, 8% in farmers hands; no stocks, corn or oats, as had to ship both in for feed.—F. B. Fulton.

Sterling, Kan., Apr. 4.—Wheat nearly out of this vicinity; only small per cent left.—Thos. P. McQueen, mgr. Farmers Co-operative Shipping Ass'n.

MICHIGAN.

Kalamazoo, Mich., Mar. 30.—Not much grain left in country; all bot up in February when sleighing was good.—Jos. F. Phillips.

MINNESOTA.

Waldorf, Minn., Apr. 8.—About 15% wheat and 10% corn to be marketed.—T. E. Meany, agt. Huntting Elvtr. Co.

Minneota, Minn., Mar. 27.—About 250,000 bus. corn have been shipped since last fall; considerable barley in farmers hands; holding for more money and if necessary will carry it on until late in summer.—T. F. Dahl.

MISSOURI.

Martinsburg, Mo., Apr. 3.—Little wheat in farmers hands; corn and oats being shipped in, but demand not as great as during winter.—R. W. Taylor, Taylor & Patton Co.

Adrian, Mo., Apr. 7.—No corn left in country as had no crop last year; at present and for past 6 months have been shipping in corn and oats; about 5% wheat left in farmers hands.—Farmers Elvtr. Sply. & Mfg. Co.

NEBRASKA.

Tekamah, Neb., Apr. 4.—About 20% corn still in farmers hands.—F. S. Blackstone.

Petersburg, Neb., Apr. 4.—Little grain coming in on account of poor crops last 4 years.—E. Schnell, agt. Crowell Lbr. & Grain Co.

OHIO.

Green Camp, O., Mar. 27.—Corn, oats and wheat cleaned up.—Reed & Argo.

Van Wert, O., Mar. 27.—Considerable oats back in country; farmers holding for 40c.—C. Gilfillan, sec'y Pierce Grain & Hay Co.

Columbus Grove, O., Mar. 26.—About 25% of corn and oats left in farmers hands.—R. C. Deffenbaugh, mgr. Columbus Grove Grain Co.

OKLAHOMA.

Ames, Okla., Apr. 4.—Practically no grain in farmers hands; corn being shipped in to feed.—Chas. Cottar.

Altus, Okla., Apr. 7.—No grain of any kind in farmers hands.—A. H. Jackman, mgr. Leger Mill Co.

OREGON.

Brownsville, Ore., Apr. 3.—Outlook for oats prices unsatisfactory; present market price to farmers 28 and 30c.—Chas. Sterling, mgr. Brownsville Whse. Co.

SOUTH DAKOTA.

Estelline, S. D., Mar. 25.—15% grain in farmers hands.—Thos. Ford.

Dallas, S. D., Mar. 26.—Wheat a little scarce just now.—Dallas Mlg. Co.

TENNESSEE.

Ashwood, Tenn., Apr. 4.—Last year's crop nearly all delivered.—F. F. Clawson.

TEXAS.

Anson, Tex., Apr. 6.—No grain in farmers hands now; are selling everyone grain.—Anson Mlg. Co.

Imports and Exports of Grain.

Imports and exports of domestic grain and exports of foreign grain from the United States during January, 1914, compared with January, 1913, and for the seven months ended Feb. 1, 1914, compared with the corresponding period ended Feb. 1, 1913, as reported by O. P. Austin of the United States Buro of Statistics, were in bushels as follows:

IMPORTS.

	January.		Seven mos. ended Feb. 1.	
	1914.	1913.	1914.	1913.
Wheat	901,130	109,437	1,418,242	641,096
Corn	2,554,813	5,757	7,528,335	877,013
Oats	2,959,388	9,951	16,201,632	667,513
*Rice	25,262,075	17,399,296	154,952,480	118,878,934
Beans	187,358	70,590	778,153	707,929
Dr. Peas	125,691	93,622	557,138	903,393

EXPORTS.

Wheat	4,985,296	8,441,184	67,718,680	63,268,574
Corn	1,148,171	11,317,340	5,110,599	19,057,976
Oats	30,556	2,052,487	707,624	31,214,109
*Rice	2,187,447	382,121	9,804,969	14,948,581
Barley	848,401	3,069,219	4,175,918	11,151,172
Rye	141,324	137,811	786,095	610,615
Buckwheat	65	21	336	170
Beans and Peas	24,140	31,928	192,379	261,524

EXPORTS OF FOREIGN GRAIN.

Wheat	109,052	1,000	193,039	65,590
Corn	1,069	.....	2,339	14,303
Oats	1,375	.....	4,125	3,500
*Rice	1,092,748	520,490	8,309,812	7,389,981
Beans	2,350	3,591	15,265	31,445
Dr. Peas	23,870	35,478	93,068	244,082

*Pounds. Includes cleaned and uncleaned rice, broken rice, rice flour, meal, bran and polish.

Corn Movement in March.

Receipts and shipments of corn at the various markets during March, compared with March, 1913, were, in bushels, as follows:

	RECEIPTS.		SHIPMENTS.	
	1914.	1913.	1914.	1913.
Chicago.	7,644,000	11,016,000	4,249,000	8,985,000
K. City..	4,495,000	983,750	2,882,500	661,250
Omaha .	4,226,400	1,272,000	4,263,600	1,513,600
St. Louis	1,855,575	1,306,825	1,015,890	971,990
M'w'kee.	1,463,700	947,540	855,084	797,525
Indpls. ..	1,426,000	1,040,000	447,000	270,000
M'polis .	1,160,770	411,420	1,145,350	292,110
Toledo.	655,200	482,400	467,100	265,500
Detroit ..	391,000	204,000	254,000	204,000
Wichita.	306,000	181,200	216,000	107,200
Bltmore.	207,683	5,194,286	113,201	4,457,368
Duluth ..	46,652	16,304	.....	.....
S. Fran..	5,857	17,000	.....	.....
N. Orl'ns	.....	.....	171,050	562,080
G'lv'ton.	.....	45,892	125,000	.....
Totals	23,883,837	28,118,617	16,224,775	19,087,623

Wheat Movement in March.

Receipts and shipments of wheat at the various markets during March, compared with March, 1913, were, in bushels, as follows:

	RECEIPTS.		SHIPMENTS.	
	1914.	1913.	1914.	1913.
M'polis .	8,684,170	10,014,140	2,371,180	2,856,050
Chicago.	1,930,000	2,418,000	2,894,000	3,068,000
St. Louis	1,508,363	3,907,601	1,841,190	2,043,510
K. City..	1,380,000	891,600	1,456,800	1,572,000
Bltmore.	1,156,837	343,508	957,952	373,078
Duluth ..	1,111,267	3,749,927	182,328	761,111
Wichita.	700,800	591,600	463,200	399,600
Omaha .	690,000	684,000	674,000	796,800
N. Orl'ns	.....	.....	1,261,250	779,610
S. Fran..	513,400	752,133	.....	.....
G'lv'ton.	.....	.....	*332,000	*843,000
M'w'kee.	458,150	602,600	239,219	361,223
Toledo ..	243,000	32,000	462,300	169,000
Detroit .	95,000	155,000	118,000	166,000
Indpls. .	80,000	45,000	1,000	30,000
Totals	18,550,787	24,407,109	13,194,419	14,218,982

*Exports.

Meeting Advisory Com'ite G. D. N. A.

The Advisory Committee of the Grain Dealers' National Ass'n held a meeting at St. Louis March 27th, 1914, with the following members present: S. W. Strong, Secy Illinois Grain Dealers Ass'n; Chas. B. Riley, Secy Indiana Grain Dealers Ass'n; Geo. A. Wells, Secy Western Grain Dealers Ass'n, J. W. McCord, Sec'y Ohio Grain Dealers Ass'n, Mr. Strong acting as chairman and Mr. Geo. A. Wells as secretary of the meeting.

The question of the proposed charge for spotting and switch-cars as now being considered by the Interstate Commerce Commission in connection with the Rate Advance Case, was thoroly considered.

SPOTTING CHARGE: A motion carried that each member of the Advisory Committee (each state association secretary) follow Secretary McCord's lead by filing a formal brief with the Interstate Commerce Commission, protesting against such proposed charges for spotting and switching cars. Secy McCord's protest was published in the Grain Dealers Journal for March 25, page 476. Each member of the Committee was urgently requested to file the brief as promptly as possible.

CHARGES FOR TRANSIT PRIVILEGES: A motion carried that Secy McCord secure information from Mr. Henry L. Goemann, Chairman of the Committee on Transportation, for the purpose of preparing a formal brief, protesting against the charge for transit privileges and reconsigning now being considered by the Interstate Commerce Commission in connection with the Rate Advance Case and that Mr. McCord prepare the brief and submit same to each member of the Committee in order that he may, if agreeable, file protest against such proposed charges for transit privileges and reconsigning with the Interstate Commerce Commsn.

PAY FOR COOPERING: A motion carried that the question of compensation by carriers to grain shippers for labor required in coopering cars be referred to the Grain Dealers National Assn with a view to obtaining uniformity in practices. It being understood that the carriers are providing cars completely coopered and ready for loading at terminal market elevators, whereas country shippers are required to do the labor of coopering the cars before they can be loaded with grain.

GRAIN GRADES ACT: A motion carried that the Grain Grades Act as presented to Congress be approved by this Committee with modifications as suggested by the Legislative Committee with the view of fixing the finality of terms of contract and such other amendments and modifications as committee may deem proper and necessary.

We further recommend that Section 10 be amended giving dual authority to include both the Secretary of Agriculture and the Secretary of Commerce.

THE POMERENE BILL: A motion carried that we recommend and urge that the Grain Dealers National Ass'n write personal letters to each of its direct members, urging them to write immediately their respective Senators to use their utmost influence to bring the Pomerene Bill, S. 387, to an early vote in the Senate, and we further recommend and urge that each of the affiliated state associations write similar letters to each of their members.

This is absolutely necessary because of the fact that the present Bill of Lading, as now issued, is not considered desirable or complete as a collateral or negotiable instrument.

AMEND G. D. N. A. BY-LAWS: A motion carried that we recommend to the Board of Directors of the Grain Dealers National Ass'n that the Constitution be so amended as to provide that where a member of a firm or corporation holds an individual membership in the Ass'n that the firm of which he is a member shall be amenable to the provisions of the Constitution and By-Laws of the organization.

The meeting of the Advisory Committee adjourned, subject to call, with the following subjects continued on the docket:

(1) Proposed charge for transit privileges.

(2) Proposed charge for switching and spotting cars.

(3) Compensation by carriers to shippers for coopering cars.

(4) Natural shrinkage of grain in transit.

(5) Co-operation with the carriers in the matter of improving weighing facilities and facilitating the adjustment of shortage claims.

(6) Re-inspection and rules governing same in the different terminal markets.

(7) The Grain Grades Act.

(8) Concerted action in circularizing the membership of national and affiliated associations.

(9) A Transportation Department in the Grain Dealers National Ass'n.

Oats Movement in March.

Receipts and shipments of oats at the various markets during March, as compared with March, 1913, were, in bushels, as follows:

	RECEIPTS.		SHIPMENTS.	
	1914.	1913.	1914.	1913.
Chicago.	8,263,000	8,305,000	8,618,000	8,201,000
St. Louis	2,378,100	1,507,900	2,199,250	1,233,005
M'w'kee.	2,014,000	925,200	1,518,498	889,364
Omaha .	1,684,700	1,060,800	1,840,500	1,122,000
K. City..	1,332,200	460,700	1,356,600	518,500
M'polis .	1,155,150	1,335,880	2,071,720	1,070,510
Indpls. .	515,000	392,000	146,000	200,000
Duluth .	394,929	743,970	53,293	258,057
B'more .	272,733	385,742	12,734	106,970
Detroit ..	244,000	151,000	48,000	25,700
Toledo ..	179,200	323,200	153,400	308,900
Wichita.	81,000	7,000	65,800	7,000
N. Orl'ns	.....	.....	2,750	28,590
S. Fran..	47,563	89,813	.....	.....
Totals ..	18,561,575	15,688,205	18,086,545	14,039,596

Barley Movement in March.

Receipts and shipments of barley at the various markets during March, compared with March, 1913, were, in bushels, as follows:

	RECEIPTS.		SHIPMENTS.	
	1914.	1913.	1914.	1913.
Chicago.	2,047,000	2,996,000	632,000	82,500
M'polis .	1,798,630	2,614,390	1,869,920	2,265,800
M'w'kee.	1,588,380	1,479,400	354,488	619,423
S. Fran..	298,709	296,375	.....	.....
St. Louis	156,790	178,000	30,980	8,800
Duluth .	155,686	493,470	344,629	775,218
K. City..	39,200	30,800	4,200	2,800
Bltmore.	22,747	1,350	16,596	.....
Omaha .	21,000	44,800	.....	9,000
Detroit .	2,000	.....	.....	.....
Totals ..	5,930,142	8,134,585	3,252,813	3,763,541

Rye Movement in March.

Receipts and shipments of rye at the various markets during March, compared with March, 1913, were, in bushels, as follows:

	RECEIPTS.		SHIPMENTS.	
	1914.	1913.	1914.	1913.
Chicago.	299,000	289,000	183,000	270,000
M'polis .	276,980	280,870	302,220	368,620
M'w'kee.	258,780	233,200	269,668	331,261
Bltmore.	196,915	157,590	102,876	14,163
Detroit .	28,000	7,000	6,000	8,600
Duluth ..	8,380	42,535	6,129	80,811
K. City..	7,700	4,400	2,200	6,600
Toledo ..	5,000	3,000	15,500	1,300
Omaha .	3,300	6,600	4,000	6,000
St. Louis	2,950	16,500	2,870	14,610
Totals ..	1,086,005	1,040,695	894,463	1,101,965

J. A. Mander, New Pres. of Milwaukee Chamber.

In the choice of James A. Mander as president, the members of the Milwaukee Chamber of Commerce have been fortunate in placing at the head of its administration one whose experience has been varied and covering all branches of the grain trade.

Beginning in the offices of the Armour Grain Co. at Chicago 23 years ago, Mr. Mander has during his long connection with this leading firm handled the office work, conducted country elevators, operated terminal elevators, done a grain receiving commission business and a shipping business.

Sixteen years ago Mr. Mander went to Milwaukee to assist A. K. Taylor in the Armour branch, and on the resignation of the latter he became manager of the Milwaukee Elevator Co., a position he has filled acceptably for the past five or six years. He is comparatively a young man as appears in the late fotograf reproduced in the engraving. His election to the office of pres. on Apr. 6 was unanimous.

THE SECOND National conference on Marketing and Farm Credits will be held at Hotel Sherman, Chicago, Apr. 14 to 16. Among the many interesting subjects to be discussed are "The Marketing of Grain, Cotton and Meat"; "Marketing by Agencies, thru Boards of Trade and Produce Exchanges"; Are Co-operative Organizations in Restraint of Trade," and under "Direct Marketing" the question of whether "Farmers Organizations Shall Enter the Terminal Grain Markets" will be taken up.

J. A. Mander, Milwaukee, Wis., Pres. Chamber of Commerce.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ARKANSAS.

Buckner, Ark., Apr. 4.—No acreage planted to wheat; 15% acreage planted to oats; 35% will be sown to corn; little planted yet on account of late season and wet weather; most soil well prepared and seeding will progress rapidly.—Williams-Snider Mercantile Co.

IDAHO.

Pocatello, Ida., Mar. 26.—Dry farm wheat in splendid condition; abundance of moisture assures heavy crop. Farmers will finish spring seeding about May 1.—O. E. Scott, sec'y-mgr. Farmers Society of Equity.

ILLINOIS.

Mt. Sterling, Ill., Apr. 6.—Wheat looking fine; not much oats sowed yet; ground very wet.—Ed. Pendleton.

Whitehall, Ill., Apr. 9.—Wheat in most fields looks fine but in some is bunchy and has a red cast indicating fly.—A. J. Barnett.

La Salle, Ill., Apr. 7.—North of La Salle to Dixon all farmers working in fields sowing oats; ground in fair condition.—G. J. S.

Manito, Ill., Mar. 27.—Growing wheat never in better condition; had much needed rain last night.—A. R. Harbaugh, agt. Smith-Hippen Co.

Cairo, Ill., Apr. 4.—Winter wheat acreage 110%; none plowed up; practically no oats grown in this territory; just started plowing for corn; growing wheat perfect.—Halliday Elvtr. Co.

Greenfield, Ill., Apr. 4.—Wheat acreage largest and prospect best ever seen here; will begin to sow oats next week; ground in fine shape; plenty of moisture; everything looks fine.—E. D. Woolley.

Danville, Ill., Apr. 7.—In vicinity of Attica and Oxford, Ind., Hoopeston and Danville, Ill., growing wheat perfect; acreage large; farmers plowing sod in preparation for spring work; oats sowing will be in full swing as soon as "Old Sol" shows himself continuously for a few days; ground dry 3 feet down.—E.

Decatur, Ill., Apr. 7.—A trip across Ohio, Indiana and Illinois shows the growing wheat to be in unusually fine shape. Recent rains have made it look green and thriving; acreage large. In fact, conditions are such as to make prospects appear to be too good to be true. Farmers busy at spring work, but no oats sowing in progress. A few days of sunshine, however, will see oats seeding in full swing.—S.

INDIANA.

Springport, Ind., Apr. 8.—Wheat looks good.—G. W. Ruff.

Wolcott, Ind., Apr. 7.—No oats sown yet; too wet and still raining.—Rich Bros.

State Line, Ind., Mar. 30.—Wheat acreage largest in years; condition perfect.—M. A. Current Co.

Freetown, Ind., Apr. 3.—Outlook for wheat best ever reported in this vicinity.—O. F. Brewer.

Attica, Ind., Mar. 31.—Wheat acreage largest in years. Prospects are finest ever.—Jones Bros.

Pine Village, Ind., Apr. 1.—Wheat looking fine; acreage smaller than usual.—Farden & Cooper.

West Lebanon, Ind., Mar. 31.—Wheat acreage largest in years; growing crop unusually fine.—Chas. Graf.

Jasper, Ind., Apr. 4.—Winter wheat acreage increased 10%; not an acre will be plowed up unless the high water damages same; no oats or corn sown so far.—A. M. Bohnert.

Boswell, Ind., Apr. 2.—Do not raise much wheat, but what we have looks fine.—O. E. Powell, mgr. Boswell Grain Co.

Lynn, Ind., Mar. 28.—Having warm rains; wheat looks fairly well; large acreage of fall plowing having been done, look for early planting if weather conditions hold.—Berry Bros.

Flat Rock, Ind., Apr. 2.—Wheat looking fine; only fear is too much rain, which usually gets the best of wheat here; do not get a full crop more than one out of six years; too much rain now for farmers to work.—H. J. Nading.

Goshen, Ind., Apr. 7.—Condition of growing wheat satisfactory; have had a great deal cold weather and but little spring plowing has been done. Wheat last year was good quality. Indiana wheat is best we know.—Goshen Mlg. Co.

Holland, Ind., Apr. 1.—Wheat looking fine; had good rain and wheat is beginning to grow nicely with present warm weather; acreage large; prospect for bumper crop; had a few days with ground in fit condition to sow oats and some have been sown.—F. H. Wellman.

Indianapolis, Ind.—Reports received by Sec'y Chas. B. Riley indicate the outlook for wheat in Indiana this year is unusually good. The cold snap that existed during the last week in March was followed by showers, which were beneficial. Indiana is now entirely free of snow. No damage to the wheat is apparent. Mr. Riley says the outlook has never been better at this time. The acreage is fully one-third more than last year. The wheat is getting such a start that very little trouble is expected on account of the fly.—C. L.

IOWA.

Ireton, Ia., Apr. 9.—Seeding well advanced.—Farmers Co-operative Assn.

Watkins, Ia., Apr. 7.—Farmers beginning to seed.—Ray A. Beuter, mgr. Watkins Grain Co.

Atlantic, Ia., Apr. 4.—Winter wheat acreage 110%; condition 100%; none plowed up.—J. A. Campbell & Son.

Des Moines, Ia., Apr. 4.—Winter wheat acreage 10% increase; stand and condition 100%; oats seeding just started; about 5% sown.—Taylor & Patton Co.

Yarmouth, Ia., Mar. 30.—A number of farmers sowed oats last week; heavy rain Saturday stopped work for a few days.—W. H. Stull, mgr. A. D. Hayes Co.

Dundee, Ia., Mar. 28.—Recent rains have placed the soil in fine condition; farmers will start seeding next week.—W. T. Thorpe, agt. S. E. Squires Grain Co.

Waterloo, Ia., Apr. 3.—Seeding well under way; soil in fine condition; some farmers report seeding wheat and oats finished in this vicinity.—C. S. Bennett, E. W. Wagner & Co.

KANSAS.

Home, Kan., Apr. 3.—Wheat never looked better.—Robert J. Lewis.

Osborne, Kan., Mar. 27.—Wheat looking fine, but needs moisture.—H. Thomas.

Oneida, Kan., Mar. 28.—Wheat prospects good; needing moisture.—G. E. McFarland.

McPherson, Kan., Apr. 2.—Wheat looks fine; plenty of rain; pastures getting good.—F. P. Hawthorne.

Haviland, Kan., Apr. 4.—Crop prospect fully 100%.—R. W. Smith, mgr. Haviland Mercantile Exchange.

Huron, Kan., Apr. 3.—Large acreage of wheat; prospect never better; good rains last week.—A. F. Allen.

Corwin, Kan., Apr. 3.—Wheat prospects are good in this locality.—W. W. Andrew, agt. Arkansas City Mlg. Co.

Park, Kan., Mar. 25.—Prospects not very good; winds have damaged wheat considerably; need moisture.—R. H. Behan.

McPherson, Kan., Mar. 31.—Fine rains during week; wheat never looked better.—H. Showalter, prop. McPherson Feed Store.

Amy, Kan., Apr. 6.—Wheat acreage larger than last year; 5% will be plowed up and will be planted to corn and cane.—Sharp Bros.

Vliets, Kan., Mar. 25.—Finest prospect for wheat ever seen at this time of year; last year first crop failure ever known here.—W. T. Buck.

Albion sta. (Argonia p. o.), Kan., Apr. 5.—Wheat near Albion and Argonia condition 100%; nothing bothering at present.—Levi Cook, agt. Hunter Milling Co.

Annelly, Kan., Apr. 7.—Winter wheat acreage 1/3 increase over last year; condition excellent; none plowed up; oats acreage less than last year; coming up fine.—H. C. W. Griffith.

Tisdale, Kan., Mar. 25.—Wheat acreage large; looking fine; oats coming up; average acreage; need a good rain; freezing weather at present but is doing no damage to crop.—Bartlow & Coffey.

Sterling, Kan., Apr. 4.—Wheat looking fine, but is so thick that it will require lots of rain; farmers discing wheat to thin it to some extent.—Thos. P. McQueen, mgr. Farmers Co-operative Shipping Assn.

Hugoton, Kan., Mar. 27.—Late wheat suffering, estimated at ¼ injured; early wheat in good shape; plenty of moisture in ground; farmers are realizing that early sowing pays in this section.—Agt. Bolin Hall Grain Co.

Alden, Kan., Apr. 7.—Winter wheat acreage about 120%, compared with last year; condition 100%; rain would be acceptable; have only had ½ inch rain this spring; no wheat plowed up; practically no oats sowed; corn acreage will be small.—J. A. Werner, mgr. Farmers Grain, Fuel & L. S. Co.

KENTUCKY.

Bardwell, Ky., Apr. 8.—Crop acreage 25% increase over last year; looking good; short acreage and crop last year.—Harlan & Lowe Mlg. Co.

MICHIGAN.

Kalamazoo, Mich., Mar. 30.—Wheat looking good.—Jos. F. Phillips.

Sturgis, Mich., Apr. 2.—Wheat looks better than for several years; if nothing happens will have bumper crop.—W. P. De Bolt, mgr. Sturgis Grain Co.

MINNESOTA.

Minneota, Minn., Mar. 27.—Farmers will be seeding grain next week.—T. F. Dahl.

Minneapolis, Minn., Apr. 9.—In central western Minnesota wheat seeding well started; but stopped now by wet weather followed by freezing temperatures. In southeastern Minnesota no seeding done because of too much moisture; several warm days will be required before the farmers can get into fields. Conditions in southwestern Minnesota practically the same. Northwestern Minnesota still frozen up; no seeding. Whole state is now amply supplied with moisture and in most satisfactory condition.—Van Dusen-Harrington Co.

MISSOURI.

Martinsburg, Mo., Apr. 3.—Winter wheat acreage large; 15% increase over last year; condition 100%; none will be plowed up; 50% oats sown; balance will be sown next week if fair weather prevails; no corn planted so far, but large acreage will be sown.—R. W. Taylor, Taylor & Patton Co.

Miami Station, Mo., Apr. 2.—Wheat in flourishing condition; never looked better at this time of year; acreage average; with another rain in April like we had this week (about 3 inches) will have a bumper crop.—C. A. Moore, Crispin & Crispin.

Columbia, Mo., Apr. 4.—Total precipitation for month 3.36 in.; .33 less than normal; 4.95 in. in March, 1913. Condition of wheat 99.8%; highest per cent on record in this dept.; 96.6% in March, 1913; is 13.1 higher than the 10-year average; no cause yet for any abanodned acreage; damage reported to date negligible; only 20% of correspondents report any damage and of this slight amount 27% is attributed to Hessian fly, 40% to unfavorable weather and 5% to late sowing. Estimated total yield 45,000,000 bus. Oats acreage seeded 55%; compared with 23% one year ago; acreage increased 1%; estimated at 900,000 acres. Corn land plowed 41%; 15% of old corn on farms; 72% of correspondents report a scarcity of seed

corn; a little corn planted in southern part of state.—Jewell Mayes, sec'y State Board of Agriculture.

NEBRASKA.

Tekamah, Neb., Apr. 4.—Winter wheat in good condition; acreage same as last year.—F. S. Blackstone.

Chappell, Neb., Mar. 31.—Fall wheat looks splendidly; large acreage.—H. I. Babcock, sec'y-treas. Farmers Elvtr. Co.

Snyder, Neb., Mar. 31.—Winter wheat in good condition; plenty of moisture.—G. M. Talbert, mgr. Farmers Union Mlg. & Grain Co.

Marquette, Neb., Mar. 27.—Wheat coming up; looking green; no dead plants; ground in fine condition; acreage larger than last year.—E. G. Raymers.

Hebron, Neb., Apr. 4.—Wheat crop hurt some on back level land in low places in spots where it heaved and grain was killed out; rolling and slope land is all right; not over 10% hurt; soil in good shape; farmers commencing to sow oats.—Hebron Grain Co.

NORTH DAKOTA.

Mott, N. D., Apr. 6.—Seeding will start here by Apr. 8; everything looks fine for a crop; large acreage will be put in.—L. V. Duncanson, agt. Occident Elvtr. Co.

Minneapolis, Minn., Apr. 9.—Plowing in North Dakota on a par with Minnesota. East of the Missouri slope an abundance of moisture; nothing left to be desired. On the West of the Missouri slope, however, country is very dry; needs more than a normal amount of moisture. In the eight Northwestern counties sufficient moisture in soil to germinate the seed; but further rain must be received.—Van Dusen-Harrington Co.

OHIO.

Beach City, O., Mar. 31.—Wheat looking good; not damaged by winter.—W. M. Siefer.

Loudonville, O., Mar. 28.—Crop conditions very favorable; outlook good.—Edmond Allen, mgr. Southside Elvtr. Co.

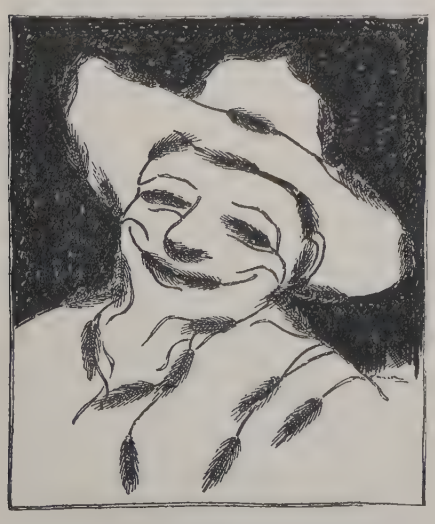
Green Camp, O., Mar. 27.—Corn was poor quality for our district; looks good; little plowing done for new corn.—Reed & Argo.

Chillicothe, O., Apr. 4.—Winter wheat acreage 100%; condition 110%; none plowed up.—W. H. Hermstein, treas. Standard Cereal Co.

Delta, O., Apr. 1.—Wheat looking good; weather against oats seeding; outlook for late sowing.—W. H. Lambert, Monarch Feed Mills.

Columbus Grove, O., Mar. 26.—Wheat looking unusually fine; no complaints coming to us.—R. C. Deffenbaugh, mgr. Columbus Grove Grain Co.

Mansfield, O., Mar. 28.—Good soaking rain yesterday; reports indicate growing wheat prospect good.—Frank H. Tanner, sec'y Ohio Millers State Ass'n.



As the Winter Wheat Grower Now Appears to the Country Shipper.

Helena, O., Mar. 26.—Wheat prospect good; acreage good; no talk of plowing up any wheat ground; nice rain today; first for some time; which brightened wheat immensely.—Fred Rutschow, Jr.

OKLAHOMA.

Ryan, Okla., Mar. 30.—Wheat and oats best ever seen at this time of year.—D. K. Sterrett.

Devol, Okla., Apr. 4.—Wheat acreage 40% increase; looks fine; fine season in ground; no green bugs.—G. W. Chester, agt. Wichita Mill & Elvtr. Co.

Sentinel, Okla., Apr. 4.—Wheat acreage larger and prospect better than for 7 years; plenty of rain; looks fine.—A. T. Jones, agt. Wilbur Miltenberger.

Pensacola, Okla., Mar. 27.—Wheat and oats acreage greatly increased over last year; fine prospect; soil and climatic conditions ideal.—J. E. Jones.

Drummond, Okla., Apr. 4.—Conditions very promising; almost entire acreage of farms is in wheat with most flattering prospects.—Chas. Cottar, Ames.

Mountain View, Okla., Apr. 2.—Wheat and oats promise well now; acreage largest ever planted in Oklahoma; have had crop failures last 3 years.—D. E. McBride.

Norman, Okla., Apr. 7.—Wheat acreage average; looking good; oats are thin on the ground due to a late frost, but think as a rule there is a fair stand.—S. G. Ambrister.

Waurika, Okla., Apr. 2.—Wheat and oats in fine condition; farmers nearly thru planting corn and getting ready for kafir and feterita.—M. C. Groseclose, of Groseclose & Wagener.

Ames, Okla., Apr. 4.—Wheat acreage 50% larger than last year; prospect best in years; adequate moisture in soil to last 2 weeks; none of the growing wheat will be plowed up; spring crops will be light.—Chas. Cottar.

Altus, Okla., Apr. 7.—Wheat acreage in county 500%; condition good; none abandoned or likely to be; oats acreage 100%; condition 75% on account cold weather; corn acreage 200%; condition of what is up good; not all cultivated yet.—A. H. Jackman, mgr. Leger Mill Co.

OREGON.

Brownville, Ore., Apr. 3.—Prospects for large grain crop good.—Chas Sterling, mgr. Brownsville Whse. Co.

Portland, Ore., Mar. 31.—Present outlook for coming crop in Washington, Oregon and Idaho exceedingly good; if conditions continue favorable look for big yield.—John H. Noyes, mgr. California & Oregon Grain & Elvtr. Co.

Pilot Rock, Ore., Mar. 25.—Spring and winter wheat looking fine; acreage increased 40% over 1913 and 20% over 1912; barley good; farther along than for past 5 years; acreage about 15% less than 1913 and 5% less than 1912; general crop conditions splendid; prospect for bumper crop.—Walter Smith, agt. Pacific Coast Elvtr. Co.

PENNSYLVANIA.

Lock Haven, Pa., Apr. 3.—Winter wheat promising; covered with snow from Christmas to middle of March.—J. B. Furst.

SOUTH DAKOTA.

Jefferson, S. D., Mar. 30.—Seeding mostly done; fall wheat a poor stand.—R. D. Arthur, mgr. J. J. Mullaney.

Estelline, S. D., Mar. 25.—Same acreage will be sown as last year; farmers expect to start seeding in a week or 10 days.—Thos. Ford.

Minneapolis, Minn., Apr. 9.—East of the Missouri river in South Dakota wheat seeding quite general; but stopped now by rain and snow followed by colder weather. Top soil now frozen. West of the Missouri river has received some precipitation and now has enough to germinate the seed. Farmers are now busy putting in wheat but acreage sown in this district will probably show quite a decrease from last year.—Van Dusen-Harrington Co.

TENNESSEE.

Ashland, Tenn., Apr. 6.—Little wheat grown in this section; what we have looks good; acreage sown in oats about normal.—Hugh Dozier.

Ashwood, Tenn., Apr. 4.—Acreage wheat compared with 1913 is 110%; condition 105%; all looking good; none plowed up; prospect best in 10 years.—F. F. Clawson.

TEXAS.

Lockney, Tex., Apr. 6.—Wheat acreage fair; looking fine.—Lockney Coal & Grain Co.

Abbott, Tex., Apr. 6.—Condition and acreage about same as last year; all volunteer oats killed.—Dawson Bros.

Anson, Tex., Apr. 6.—Grain acreage 75% increase over last year; wheat looking fine; oats not so good; needing rain; oats acreage same as last year; no grain will be plowed up unless dry weather continues; if so will plant maize.—Anson Milling Co.

GOVERNMENT CROP REPORT.

Washington, Apr. 7.—The Crop Reporting Board of the Bureau of Statistics (Agricultural Forecasts), U. S. Dept. of Agriculture, estimates, from the reports of correspondents and agents of the Bureau, that the average condition of winter wheat on April 1 was 95.6 per cent of a normal, against 91.6 on April 1, 1913, 80.6 on April 1, 1912, and 85.7, the average condition for the past ten years on April 1. There was a decline in condition from Dec. 1, 1913, to April 1, 1914, of 1.6 points, as compared with an average decline in the past ten years of 3.5 points between these dates.

The average condition of rye on April 1 was 91.3 per cent of a normal, against 89.3 on April 1, 1913, 87.9 on April 1, 1912, and 89.2, the average condition for the past ten years on April 1.

Comparisons for winter wheat and rye States follow, condition figures representing per cent of normal:

State.	WINTER WHT. Condition, April 1,			RYE— Condition, April 1,		
	1914.	1913.	10-yr. av.	1914.	1913.	10-yr. av.
	P. c.	P. c.	P. c.	P. c.	P. c.	P. c.
Vt.	..	..	..	98	93	94
Mass.	..	..	..	96	94	92
Conn.	..	..	..	94	96	96
N. Y.	95	91	88	94	91	90
N. J.	91	97	90	91	96	92
Penn.	93	96	88	94	95	90
Del.	91	98	90	90	96	91
Md.	93	96	89	91	97	91
Va.	95	97	89	95	94	89
W. Va.	94	91	86	93	91	88
N. C.	92	95	91	92	92	90
S. C.	89	89	88	89	90	88
Ga.	91	91	88	92	92	90
Ohio	96	91	80	96	92	84
Ind.	97	91	81	96	92	87
Ill.	98	93	84	97	94	90
Mich.	92	83	84	91	86	87
Wis.	85	86	90	87	88	92
Minn.	83	..	..	88	82	89
Iowa	95	90	89	93	92	94
Mo.	98	93	85	96	93	89
N. D.	..	..	..	87	83	..
S. D.	87	..	..	88	83	91
Neb.	93	92	89	92	90	90
Kan.	96	90	85	95	92	86
Ky.	96	92	85	94	89	85
Tenn.	97	93	88	93	89	88
Ala.	93	94	89	91	91	89
Miss.	95	89	87	..	..	..
Tex.	92	88	81	81	86	79
Okla.	97	94	82	97	93	85
Ark.	95	90	87	93	87	87
Mont.	93	93	..	94	95	96
Wyo.	94	93	..	97	96	94
Colo.	94	94	..	92	93	88
N. M.	94	80	..	..	..	..
Ariz.	95	96	..	..	..	..
Utah	99	95	..	96	93	98
Nev.	95	95	..	..	..	..
Ida.	98	94	97	97	94	98
Wash.	97	94	92	100	96	94
Ore.	102	90	93	98	94	97
Cal.	95	72	88	100	85	92
U. S.	95.6	91.6	85.7	91.3	89.3	89.2

Western Grain Dealers Association at Cedar Rapids

The 14th annual convention of the Western Grain Dealers Ass'n was started with a general reception in the lobby of Hotel Montrose yesterday morning, where receivers from many different markets and a number of machinery men mingled with the largest number of grain shippers that has come together under one roof in Iowa for many years.

The 14th annual meeting of the Western Grain Dealers Ass'n was called to order in the Commercial Club rooms at Cedar Rapids April 9 at 1:45 by Pres. E. A. Fields, about 250 being present.

Hon. Lewis Roth, Mayor of Cedar Rapids, welcomed the dealers to the city.

President Fields read his annual address, which follows:

The President's Address.

The past year has been filled with events of interest and importance to the grain trade—the change in duties on grain imports, the promulgation of new corn standards, discussion of government inspection of grain, or the supervision thereof, and of the ethics of dealing in futures.

The benefit of association in the grain trade is clearly seen in the better opportunity of giving publicity to discussed questions, of obtaining the sentiment of dealers interested, and of working unitedly for the proper solution of the questions. Thus, our Secretary, during the past year, has taken great pains to determine the feeling of country grain dealers on the proposed standards of corn, government inspection or supervision, the grain option system, provisions on bills of lading and terminal market conditions. Public sentiment is no less powerful than in the past to influence legislation and effect reforms—indeed it seems to be more powerful in most instances.

The standardization of grain grades has been foreseen, and the failure of the trade to bring about the desired uniformity has resulted very naturally in governmental action. The adoption of the new corn grades will require greater care on the part of dealers; the freer use of sieves and moisture testers, and more intelligence to realize a profit than under the old system. Country dealers should insist vigorously on grain being cleaned and in good condition on delivery. Too much dirty, inferior grain has been sold without being properly discounted. The Association should use every means possible to educate the membership in regard to the new grades.

The Inspection Departments now thoroly organized and working without much complaint from shippers can be supervised with less expense and trouble than by having the government take full control. The influence of our association should be used in securing the passage of the "Grain Grades Act" as amended by the Legislative Committee of the Grain Dealers National Assn.

Future Delivery: Our Association is on record as opposed to the abolition of the existing system of buying and selling grain for future delivery. The public should be given more information as to the economic necessity of this system to prevent wide fluctuations and to enable grain to be handled safely on a small margin. Speculation by the uninformed should be discouraged.

Common Law Liability of Carriers: The Association should continue to insist on the Common Law Liability of Carriers in the payment of claims for loss or delay in transit; and particularly on the collection of claims for loss where shippers' weights are first class, and where no bad order car is evident. Country grain shippers, however, should improve their weighing methods and be able to give positive evidence of the correctness of their weights. The railroad companies have a right to demand this if they are to accept our weights in payments of claims.

Attorney Needed: I believe it would be well for the Association to have a permanent Attorney at a small salary in order that we may have prompt opinions on general legal questions affecting the trade.

Charge for Spotting Cars: We should go on record as opposed to any charge for spotting and switching cars at country elevators. If the railroads need more compensation for hauling freight such increase should be made in a more general way, so that the burden will not fall on one particular class of the community.

Changes in B/L: The influence of our Association should be used to secure the passage of Senate File No. 387, now pending in the United States Senate, and relating to changes on the Uniform Bill of Lading.

The railroad companies have asked the Interstate Commerce Commission for the privilege of charging 1c per cwt. above the through rate on grain cleaned or milled in transit. This charge would prove burdensome to many industries in the territory served by this Ass'n and place such industries at a disadvantage as compared with others at large terminal markets.

Coopering Cars: Uniform rules should be adopted by carriers governing the coopering of cars, either the abolition of the practice of furnishing coopered cars at terminal elevators or the extension of the same favor to country dealers, or their compensation for the coopering.

Delayed Reinspection at Terminals: Our Association has vigorously opposed delayed reinspection at terminal markets and has been instrumental in securing a reduction in the time allowed for reinspection at several markets. Complaints having arisen that the reinspection rule of the Kansas City Exchange was being disregarded, a committee of five members of the Association conferred in December with a committee representing the Kansas City Exchange, and protested against the buying of grain by members of that exchange on private terms, which meant delayed reinspection in many cases. Apparently, however, our protest has been fruitless, and shippers should bear in mind this disregard of the reinspection rule.

Track Grain Deliverable on Contracts: An amendment to the rules of the Chicago Board of Trade has been under consideration to make grain on track a certain number of days before the end of the month deliverable on contracts, instead of requiring delivery into a public elevator. The Kansas City Exchange has such a rule and its general adoption would often prevent shippers the loss occasioned by the change in prices between the last day of the delivery month and the first day of the succeeding month.

The gospel of good seed and better yields of grain should be preached by our membership. There is a surprising disparity between the average yields of small grain in this garden spot of the world, the middle west, and the yields in England, Germany and France and much to our discredit.

The membership of our Association is about the same as a year ago, by far the greater portion being in Iowa. Dealers in Nebraska, South Dakota and Minnesota would find membership a good investment and are cordially welcome.

Secretary Wells has shown intelligent appreciation of the needs of country grain dealers and has labored with zeal and discretion in our behalf and deserves our unstinted commendation.

Retiring Pres. E. A. Fields, Sioux City, Ia.

Secy. Wells read the Secy's report, which follows:

Secretary's Annual Report.

This is the fourteenth anniversary of this Association and the work done during the past year is not materially different from previous years, much of which is of such a character that it is not made a matter of record.

Membership: The membership of this Ass'n at this time consists of 366 members, operating a total of 530 elevators as compared with 373 members operating 507 elevators one year ago. It will thus be seen that we have not increased our membership, altho we have added quite a number of new members during the year. However, the mortality of our membership has been more than the number of new members received.

Financial Condition: On the basis of our present membership, we receive approximately $4,250.00, while the expense account for the past year, as will be given in the Treasurer's Report, amounted to $4,232.38. Thus you will see that our income is just barely sufficient to pay the current expenses. We should increase our membership and income in order to have a fund for extraordinary expenses that might be profitable at different times.

Insurance: The fire insurance department of this Association, incorporated separately under the name of the Western Grain Dealers Mutual Fire Insurance Assn., had insurance in force Jan. 1, 1914, $2,308,-616.09; cash on hand $28,215.40 and total net ledger assets of $30,372.12. Our record since the first of January has continued favorable.

We have now reached the point in the insurance business where our expense ratio is less than other insurance companies writing general lines through agents to whom they pay fifteen to twenty per cent commission. The amount of net ledger assets as compared with the amount of insurance in force is also favorable and gives the association a financial stability superior to many other insurance companies.

Our members should appreciate the opportunity offered them of having insurance at a low cost, by using their influence to increase the business of the association in order that the expense ratio may be reduced as an additional volume of insurance will not materially increase the expense account.

Our members should also keep constantly in mind the advantage to be gained by using every possible precaution to prevent fire losses. We have been returning a dividend of 30% and we hope to increase our dividend basis at the end of the present fiscal year, July 1st.

Scale Inspection: The work of inspecting and repairing scales as conducted by this association is apparently appreciated by our members as our Scale Expert, Mr. E. J. Nolan, inspected and repaired nearly one thousand scales last year and I find that our members and many scale owners who are not members, are falling in line with the idea of having their scales inspected annually. These scale inspection reports that are kept on file in our office indicate that there is a gradual improvement in the condition of scales, particularly in the foundations and installation.

Our scale inspections have covered wagon scales very largely, indicating that the grain dealers do not have shipping scales and where shipping scales have been installed, we frequently find them out of condition because of bad installation. If our members would provide themselves with shipping-out scales that are absolutely accurate, the work of collecting claims for shortages in transit would be very much facilitated.

Arbitration: There have been very few matters of difference between buyers and sellers referred to us during the past year, none of which have reached the point where arbitration was necessary. I believe that it is not saying too much in favor of the members of this association when I say that they have a reputation for square dealing. Occasionally, a terminal market dealer makes inquiry in regard to a country dealer in our territory and complains of uncommercial conduct. In nine cases out of ten, such complaints are against non-members of this association.

Local Meetings: We have held very few

local meetings during the past year. I find it difficult to secure an attendance at local meetings and it would seem that the members are satisfied with the results obtained by personal correspondence with us and the information received through circular letters, etc. I believe that local meetings might profitably be held in different localities throughout the State once or twice each year for the purpose of discussing the different matters of interest relating to the grain trade as it is difficult to do this in detail at our annual conventions and it would be more convenient for dealers to attend local meetings than the annual conventions.

Transportation: We are having very few refused freight claims referred to us. It would seem that the Claim Departments, as a general rule, are paying all claims for loss in transit where bad order condition of car is in evidence and that they are refusing to pay such claims unless there is bad order condition of car in evidence. This is a stubborn proposition. There is the question as to the accuracy of weights on the one hand and the accuracy of the railroad records as to the condition of the car in transit on the other.

Personally, I am forced to admit that there are scales that do not give correct weights and that there are weights given that have been erroneously obtained. I also positively know that cars leak in transit and no record is made of the leak or repair by the operating department of the railroad company. Accurate weights and accurate train records would clear up a lot of trouble in this connection.

Railroad Leases: We find that the carriers are urging new forms of leases upon the country grain dealers, that are even more drastic than previously. The law passed by the last General Assembly of Iowa is questioned as to its constitutionality and I understand that this question will soon be in the courts. In the meantime, I wish to suggest that if you are not satisfied with the terms and conditions of the lease, it is your privilege to ask for a hearing before the Iowa Board of Railroad Commissioners, who will decide as to the terms and conditions of the same.

Charge for Spotting Cars: With the Advance Rate hearings before the Interstate Commerce Commission, it has been suggested that the carriers establish a charge for spotting and switching cars with the idea of increasing the railroad earnings to some extent in this manner instead of an increase in the rate. We have filed a protest with the Interstate Commerce Commission against such charges and other associations have done likewise.

Want Shippers to Supply Grain Doors: It is suggested by the carriers that the shippers be required to furnish all material and lumber, without compensation, necessary in building grain doors and coopering cars and these questions will, I presume, be decided by the Interstate Commerce Commission.

Natural Shrinkage: The carriers are beginning to recognize that a uniform shrinkage allowance deduction from amounts of all claims for loss of grain in transit, is illegal. The Interstate Commerce Commission will probably make a rule on this question in their report on the Bill of Lading conditions and I understand that several cases are now in the courts. In fact, I am advised by the Secretary of the Omaha Grain Exchange that they filed a suit in the District Court of Nebraska, also another suit in the United States Court and also a general complaint with the Interstate Commerce Commission and that the District Court rendered a judgment in favor of the Exchange and held that the clause was entirely illegal.

It would appear, that regardless of what may be the ruling of the Interstate Commerce Commission, the courts will hold the shrinkage allowance clause to be illegal.

Terminal Markets: Our differences with terminal markets are not numerous. In fact, the rules of the Grain Exchanges generally are fair to the shippers. The old matter of delayed re-inspection at Kansas City and Omaha is still on the docket. The buyers of the Kansas City Board of Trade insist on private terms regardless of the rules of their Exchange giving them the privilege of re-inspection of the grain after it arrives at the elevator.

The Omaha Grain Exchange still has the rule allowing five days for re-inspection. This rule was changed from eight days at the request of this association, but it is to the credit of the buyers on the Omaha Grain Exchange that they are disposed to conduct their buying according to the rules of the Exchange and do not insist on private contracts as is done at Kansas City.

President Fields appointed the following committees:

Resolutions: Jay A. King, Nevada, Ia.; Jas. F. Weart, Cherokee, Ia.; J. W. Hutchison, Central City, Neb.

Auditing: S. W. Wilder, Cedar Rapids, Ia.; F. W. Milligan, Jefferson, Ia.

Nominations: O. K. Morrison, South English, Ia.; J. A. Tiedeman, Sioux City, Ia.; W. K. Neill, New Sharon, Ia.

Warren Garst, Iowa's Industrial Commissioner, in speaking of the Workmen's Compensation Act said that the purpose of the law was to establish kindlier relations between employer and employee. Twenty-five states have laws of this character. It will eventually lead to greater precautions against accidents and insure greater safety to employes. Farm help and clerks are about the only class of employes exempt.

Sec'y Wells explained that the independent elevator men would probably have to pay $25 per year for each $1,000 paid in wages for workmen's compensation insurance. Firms operating more than one elevator will get a lower rate. It may be possible that we can obtain a low rate by buying insurance for all members with the same company.

Mr. Garst: I think if you cannot get a lower rate than $25 per $1000 of wages from the insurance companies you should appeal to the state insurance department.

Upon the suggestion of President Fields it was moved that a com'ite be appointed to investigate the insurance of elevator employes and the following were appointed as such com'ite: J. A. King, Nevada; M. E. De Wolf, Spencer, and J. L. Patton, Newton.

Clifford V. Cox of Des Moines read an address on The Common Law Liability of Carriers, which will be published later.

Sec'y Geo. A. Wells, Des Moines, Ia.

W. P. Carroll of the U. S. Agri. Dept. in the absence of Dr. J. W. T. Duvel read a paper on Government Grades of Corn from which we take the following:

Corn Grades and Federal Supervision.

The factors which affect the intrinsic value of corn are first, moisture; second, dirt; third, broken kernels, and fourth, damaged kernels, or the degree of soundness. The moisture in corn (above that which is its natural dryness) during the summer months and which is approximately 12 or 13%, is pure loss, inasmuch as it has no more value in dollars and cents than so much plain water. The real value in corn is the dry matter.

A warehouseman who is always in the market to buy corn is confronted with the problem of either drying his corn or taking chances that it will go out of condition in the bin. A person in business is obliged to take both the shrinkage and the deterioration into consideration when he buys corn for its many uses.

If we compare corn containing 13% moisture with corn containing 19% moisture we will find that in every 100 bushels the 13% corn contains 6 bushels more of dry matter, which at 65c per bushel is $3.90 more valuable, in addition to the extra labor and freight charges which must be taken into account in handling high moisture corn. Leaving out of consideration the intrinsic value, of far greater importance is the added risk of deterioration in corn of high moisture content, notwithstanding the comments and statements of some people who maintain that moisture and moisture testing and testers are of no value and a fraud. You have only to look about you and see the number of business men who have been forced out of business because they heeded not the danger that lurked in wet corn.

Every kernel of sound corn has life, but it remains dormant if maintained in a dry condition. If the corn is wet as is usually the case when shelled in the early autumn, it indicates immaturity, adverse atmospheric conditions, and also that insufficient time for natural curing has been the cause of its not passing into its dormant state. It, furthermore, indicates that the growing process has not been entirely completed and the process of life is still in action.

Chemical action is taking place thru the presence of the natural diastase and other enzymes normal to good healthy corn, and it is a well known fact that nearly all chemical action is accompanied by heat. It can be readily imagined what the result would be if such corn or any grain were stored in cars, elevators or vessels. At first the heat is slight, but the temperature increases and spreads to all the grain because little or no opportunity is given for this heat to escape to the outer air. This condition, together with the development of mold and bacteria, will cause mahogany corn unless it is stopped by aeration or drying. Dry corn will not act in this manner until it becomes moistened, when its life processes are again brought into action.

Dirt is the second factor, which is important. This term in corn includes fine meal, soil, chaff; or, to generalize, any extraneous material which is not corn. Fine particles of chaff, dirt, etc., prevent proper ventilation in the grain, thereby preventing the moisture, as well as gases, which are naturally exhaled from a live plant, to pass off. A bulk of dirty corn retains heat almost as well as a thermo bottle or a fireless cooker.

Bulk corn, with considerable of this so-called dirt, is just as liable to get into a heated condition as another lot of corn with more moisture and less dirt. Besides danger of deterioration, dirt in corn is very liable to be lost in handling, which is another risk to the owner. Dirt also affords an excellent lodging place for molds and fungi which are parasitic plants and in a way analagous to disease germs found in dirt which prey upon animal life.

A broken kernel of corn is similar to a wounded hand and affords an excellent media to molds and other parasitic fungi for propagation. Molds in a great majority of cases depend for their growth upon starch and the fine starch grains. Broken kernels afford them every opportunity to thrive, providing moisture is present in sufficient quantity.

Sometimes the grain is comparatively dry, but the germ is usually more moist than the rest of the kernel, and if the epidermis or covering of the germ is cracked, so that fine particles of starch grains, dirt and mold spores have access to the germ, the mold spores readily germinate, if sufficient moisture is present and soon there is developed what is known to the trade as "blue eyes." Oftentimes the molds in

damp and dirty corn are invisible, but they readily manifest themselves by their musty odor.

The "damaged" or unsound corn with which we most commonly meet is covered by the rather vague term of "cobrot." It is generally accepted, however, that any deterioration, heat damaged excepted, taking place upon the cob is "cobrot," but to be more exact the greater percentage of this damage is caused by fungus diseases. These fungi feed upon the starch grains and finally leave little or nothing but the bare hull which is largely crude fibre. Such corn from feeding tests conducted by the Department of Agriculture is of little value because the nutriment necessary for building animal tissue has been consumed in maintaining and propagating the fungi.

Besides a depreciation in the intrinsic value of the corn, an effort is being made in some section of the country to connect this so-called cobrotten corn with the disease known as pellagra. Whether there is any connection between cobrotten corn and this disease, I am not prepared to say, but I merely mention it in order to show you in what evil repute "cobrotten" corn is held. With the limits fixed for damaged corn in the different grades it is hoped that farmers will avail themselves of the opportunity to remove a sufficient number of damaged ears to bring their corn into the higher grades.

In the uniform rules which have been adopted nearly everywhere but carried out to the letter and spirit of the rules in only a few places, No. 1 corn contains 1% more moisture than is allowed in the new grade of No. 1. Under the uniform rules from a commercial standpoint No. 1 corn was a standard to be desired but rarely possible to attain when only 1% of damaged corn was allowed, an almost impossible condition to fulfill if any great amount of corn was sought. No. 1 corn under the new rules also allows 2% of the new factor of broken.

No. 2 corn has ½ or 1% less moisture under the new grades than is allowed under the old grade of No. 2. It was found that corn with 16% moisture, from a storage standpoint, had considerably more shrinkage than corn with less moisture, and furthermore, was not as safe for storage as corn with less moisture. These are two important factors where large quantities of corn are stored.

This lowering of the moisture content places a hardship on no one because in the late spring, summer and early fall months over 90% of all corn will be under 15.5% moisture content. This condition of affairs will exist from December until March, when No. 2 corn in over 80% of the cases is purely a matter of manufacture—by the drying process excepting in the Southwest where early maturing corn and late and usually dry autumns result in a comparatively dry crop.

The percentage of dirt and damaged grains have each been reduced 1% because a very small percentage of No. 2 corn ever contained 5% of damaged corn, the amount permitted under the uniform rules. It was also deemed very desirable to permit only the minimum amount of dirt consistent with good commercial operations, because of all grades this grade is held longest in store with the attendant dangers of deterioration already called to your attention.

No. 3 corn at the present time has a moisture limit from 16 to 19% and in Illinois to 19.25%. The new Federal grades of No. 3 and No. 4 combined extend from 15.6% to 19.5%, which makes the range practically the same as the No. 3 corn in which you are now dealing with a half per cent added on each extreme.

In Illinois the present No. 3 corn has a range of 3.25% moisture. In a 1,500-bushel car of corn in moisture alone the high and low parts of the grade show a difference of 48.75 bus. which at 60 cents per bu. amounts to $29.25. You can readily see that there is a considerable difference in the intrinsic value of a car of No. 3 corn in the actual grade if moisture alone is considered. It was also found from actual experimentation that corn with a moisture content of 19.25% was not a safe proposition for either storage or long shipment, excepting during a few of the cooler months of the year and in the northern states. It was found, however, that fresh shelled corn with a moisture content of 17.5% with a reasonable amount of care exercised in cleaning and loading, may be transported throughout the year with a fair degree of assurance that the corn will reach its destination in good condition.

The trade itself realized that there was a wide range in the quality of No. 3 corn and that corn of about 17.5% moisture, everything also being equal, brought a premium over plain No. 3 corn and had a certain designation, namely, "choice No. 3 corn." Our investigations also showed that a considerable percentage of No. 3 corn came within this class at certain seasons of the year. This became so well an established grade or quality that it seemed deserving of a place in the Federal grades, so that all might share in the premiums. It was called No. 3 corn not from any arbitrary standpoint nor with any intention of placing a hardship upon anybody, but for the simple reason that No. 3 should logically follow No. 2.

No. 4 corn under the new grades is of better quality than the same designated grade under the existing rules. Generally speaking, however, it has for all intents and purposes the quality identical with the lower part of the present No. 3. The maximum limit for moisture in the new No. 4 corn has been extended ¼ of one per cent and therefore would make the present No. 3 corn more liberal in that respect. You have doubtless noted from a perusal of your rules that both the new No. 3 and No. 4 permit less cobrot and dirt than the existing No. 3 corn. In actual practice the factor of dirt has always been small, excepting in cases here and there where it was evidently more a matter of carelessness than of necessity.

To control the per cent of cobrot, the damaged corn must or should be picked from the corn before it is shelled, because it is impractical or almost impossible to eliminate it by either cleaning or blowing, after shelling. Broken corn and dirt are factors which enter into the quality after shelling, but these factors can be removed or modified by cleaning, which is a very important and necessary operation in order to avoid heating and deterioration if stored or shipped, as I have already told you in many preceding remarks. You will please note through a careful examination of the new No. 4 limits for moisture, dirt, etc., that the grade can be raised to a higher grade by drying and cleaning (if free from heat damaged corn), thereby creating a stronger demand for that quality of corn, and you know an increasing demand makes increased prices.

Under the rules now existing, a producer or the owner who shells his corn has a rather discouraging piece of work on his hands to take out 5% of damaged corn to raise his corn a single grade. Is it any wonder that he becomes discouraged at the job and throws up his hands and says: "O, what's the use?" Those government standards are so arranged that an opportunity is given everyone to encourage the marketing of better corn. The new No. 3 and No. 4 corn, in so far as their moisture limits are concerned, are practically the existing No. 3 corn divided into its high and low parts.

No. 5 and No. 6 corn. During certain seasons of the year it has been found that a great quantity of corn often is graded sample grade because it is wet or over 22% of moisture. It is corn which if dried may be advanced to a higher grade. Under existing rules, such corn is classified with a very vague and indefinite quality of corn known as sample grade corn; and sample grade corn, as you well know, may be anything that ever grew on a cob. It may be wet, cobrotten, heat damaged, dirty, broken, weevil bored, salvage, half gravel or coal picked up in a wreck. There is an old saying, "Tell me what company you keep and I will tell you what you are." A person is known by his associates and his reputation is based largely upon that association rather than upon his real character or worth. The same is true with classifying or associating a parcel of corn. practically good corn, which through some mishap has in its make up some defect that would not debar it from many uses, but on account of the disparaging name of sample corn which it bears, its price is affected by the unjust comparison.

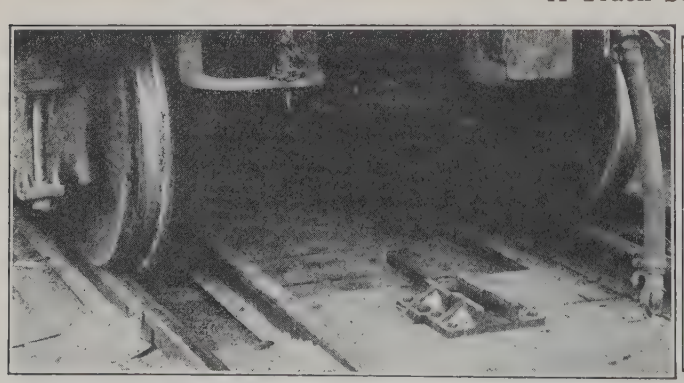
To remedy this evil the old moisture limit for numerically graded corn was raised 1%, making the limits from 19.50% to 23% instead of 19.25% to 22%. This range is divided into the two grades of No. 5 and No. 6 instead of one grade, the present No. 4. The limits of damaged, dirt, and the added factor of broken corn in No. 5 and No. 6 are not comparable with the existing rules, because only the moisture limits are given, and all the other factors are left more or less indefinite. This fact or lack of definite limits renders it almost impossible for any two inspection departments, however capable and honest they may be, to grade No. 4 corn uniformly.

No foreign importer, exporter, terminal market with its attendant merchants and elevators, country elevator operator nor producer has received more consideration than the other in formulating these grades. The aim was to give a square deal to every one. These grades were made to enable the buyer to know what he buys and the seller to know what he sells. These grades were established to eliminate guess work and the old terms of "reasonable," a term that was just about as definite as our present term of sample grade. It meant anything, so that it was almost impossible to get the same car of corn to grade the same in two markets.

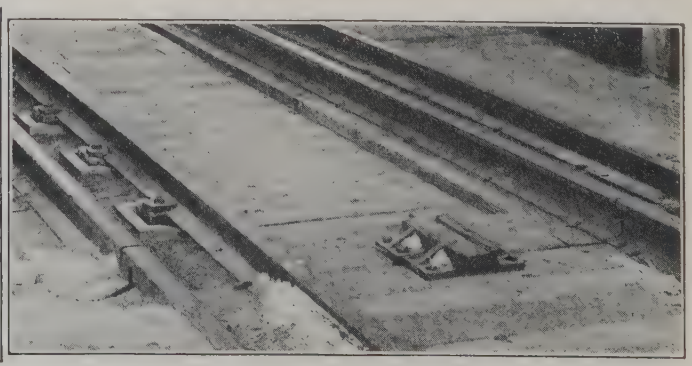
The definite limits for each grade will make uniform grading possible. If those people who set up the cry for uniform inspection are sincere in their demands they should give these grades a fair chance, and it is gratifying to know that a number of the markets and two states—Illinois and Missouri—have already taken action to put these grades into effect July 1st, and they shall have the fullest co-operation of the Department.

If these Federal grades are applied uniformly thruout the country, they will enable every shipper to determine for himself what grade to expect and he may then ship to the market offering the best inducements. If he examines his grain carefully at the time of shipping, under these Federal grades and providing the same care is exercised at the terminal point under uniform inspection he may expect that grade

A Track Scale Lock.



Scale Platform Unlocked When Balancing Scale or Weighing Load.



Track Scale Platform Locked to Level Track So Car Will Not Be Derailed by Shifting Platform When It Is Pushed On or Off.—From Address of H. A. Foss.

unless the car has been too long in transit or the grain goes out of condition.

As the season advances there will be a gradual decrease in the amount of No. 6 corn and a corresponding increase in No. 3 corn; later the quantity of No. 5 corn will decrease and No. 2 will come into existence so that when May arrives so far as the moisture content is concerned all corn, with few exceptions, will be dry enough for the higher grades, and will so continue until the new crop arrives; and if the corn is properly handled, the rotten ears removed before shelling, and the dirt and cracked corn removed by blowing and screening, a very high percentage of corn after May should be entitled to a No. 2 grade.

These grades are numerous enough and definite enough to supply corn that will suit any reasonable demand, excepting good corn, which should be in a class by itself anyway. If a person can use No. 5 corn instead of No. 4 corn that is to his advantage, and it is his privilege to buy and use it just the same as the person who can use cotton goods instead of woolen goods. If he finds that he needs a better grade, he is at liberty to obtain it, providing he is willing to pay the price. Each grade having smaller limits should have correspondingly a smaller range in price and he who needs may buy it at its market value which will vary according to the law of supply and demand. These grades, furthermore, cover enough quality to satisfy any territory.

If in the southern states it is found that on account of climatic conditions the higher grades are the only safe grades to buy and sell, the dealer has a perfect right to go into any market and buy such grades as are suitable for his purpose without being obliged to take care of a grade wide in condition and quality, the extremes of which are unsuited for his purposes. On the other hand, if in the northern states the lower grades can be used safely and advantageously on account of climatic conditions, an opportunity is afforded to both the buyer and seller to do business on a grade basis. It is our opinion that a fair test of these grades will prove a great benefit to all honest and legitimate interests concerned in the grain trade.

Bills before Congress. I presume that I shall be expected to say something in regard to the bills now before Congress providing for the Federal supervision of the inspection and grading of grain. In this matter, I wish to remind you that commerce has grown by leaps and bounds within the last twenty-five years. Millions of bushels of grain enter into interstate and foreign commerce which makes it impossible for any single state or exchange inspection department to guarantee uniformity at all ports. Uniformity can be brought about only thru some action by the Federal Government.

It is a fact that under the existing system of grading, grain from various sections of the United States comes into open competition in different markets under similar designated grades, which (altho similar in name) vary so widely in quality and condition that the grades of each market must be carefully studied before a person has any idea of what he is buying or selling. It must be borne in mind that every one can not be an expert in grain, even tho he uses grain. There are thousands of bushels of grain consumed every year by small concerns for feed and manufacturing purposes, where the purchasing agents are compelled to buy so many things that it is impossible for them to know all of the facts on all things.

The purchasing agent relies upon the grade when he buys grain, and the Department of Agriculture does not look with favor upon the differences in quality that exist, whereby misgraded grain comes into open competition under similarly designated grades with grain that has been graded correctly and in accordance with published rules. It is an unfair advantage, by which a poor imitation reaps the benefit of the stability and reputation of an established grade. It is, furthermore, demoralizing because it is impossible for the correct grade to meet this competition.

The Department of Agriculture stands for uniformity and desires to see all kinds of grains destined for interstate shipment graded and classified uniformly and correctly. Nearly every grain exchange from both the interior and the seaboard, independent and farmer elevator companies thru their respective representative in Washington, March 5, 1912, asked the Secretary of Agriculture to establish grades as soon as possible, and pledged themselves to co-operate with the Department and to use their influence in having the grades adopted in their respective markets. Since then grain associations have again asked for Federal supervision and some even for Federal inspection.

Grain Grades Act.—Owing to a great number of opinions as to what supervision should cover, some wishing a great number of teeth in the law and others as few as possible, a bill known as the "Grain Grades Act" has been introduced in both Houses of Congress. This bill is now in com'ite and it is my understanding that the hearings before the House Com'ite will begin on April 27. I have not the least doubt but that both the Com'ite on Agriculture in the House of Representatives and Com'ite on Agriculture and Forestry in the Senate, as well as the Department of Agriculture, would be pleased and would welcome any suggestions for changes that may improve the bill.

It is not the aim of the Department of Agriculture to hinder but rather to help in the grain trade. It wants every market to have a square deal and an even opportunity in so far as the grading of grain is concerned. It purposes to guide the present inspection departments and not tear them down, and means to give every inspector who does his duty the government's moral support.

Secy Wells followed with a paper on Federal Supervision of Grain Inspection after reading the Grain Grades Act now pending in Congress, which was published on page 477 of the Grain Dealers Journal for March 25. From Mr. Wells' paper we take the following:

Federal Supervision of Grain Inspection.

The Bill, H. R. 14493, known as the Grain Grades Act, was introduced in the House of Representatives on March 11, 1914, by Congressman Lever, of South Carolina, Chairman of the House Committee on Agriculture, which bill was referred to that committee and hearings on the Bill will begin Monday, April 27th.

This bill was formulated and written under the direction of the United States Department of Agriculture and it is said that the Bill is offered tentatively. It is a measure suggesting a plan of supervising the inspections of grain moving in interstate commerce and as inspected by the present existing State and Board of Trade Inspection Departments, the inspectors of these departments being licensed as Federal Inspectors without attempting to establish an independent Federal organization for grain inspection that would duplicate or displace the present State and Board of Trade Inspection Departments as contemplated by what is known as the McCumber Bill, that has been before Congress continually for many years.

The Grain Dealers National Ass'n, by resolutions adopted at its annual conventions at Norfolk in 1912 and at New Orleans in 1913, assumed the policy of co-operating with the Department of Agriculture in the establishment of uniform grades of grain and in formulating a law for the enforcement of such Government grades, and the work of the Grain Dealers National Ass'n in this connection was referred to and has been conducted under the auspices of the Legislative Committee, composed of Mr. A. E. Reynolds, Crawfordsville, Ind., as Chairman; H. S. Grimes, Portsmouth, O.; W. T. Cornelison, Peoria, Ill.; and myself.

Public hearings on the question of the Government grades of corn were held last October.

The Secretary of Agriculture soon thereafter made final rule in the establishment of the Government grades of corn. Thus, the grain trade and the public have had the last opportunity to be heard in the matter of Government grades of corn, altho I anticipate that if the grades as established do not meet practical requirements, that the Hon. Secretary of Agriculture will grant hearings with reference to any changes that may seem desirable for the general good. In saying this, I merely express my faith in humanity.

The Grain Dealers National Association, by resolution adopted at the New Orleans convention assumed the policy of favoring Federal Supervision of the existing State and Board of Trade inspection of grain moving in interstate commerce as being most economical and practicable from the standpoint of the public good.

The States of Minnesota, Illinois, Missouri

After the Knuckles of these Eight Loading Spouts of the Rialto Elevator, South Chicago, had been Enlarged, their loading Capacity was Doubled. On One Occasion They Loaded 215,000 bus. of Wheat into a Steamer in One Hour and Forty Minutes. The first 100,000 bus. was loaded in 40 minutes. These Spouts Will Run 1,000 bus. a Minute.—From Address of H. A. Foss.

and Kansas have established State Grain Inspection Departments under the supervision of their respective State and Railroad and Warehouse Commissions, and the grain inspected at the terminal markets of Minneapolis, Duluth, Chicago, St. Louis and Kansas City—these markets being the principle gateways for the great surplus grain producing territory—is therefore now under supervision of State Grain Inspection Departments, while other terminal markets and distributing points have Board of Trade Inspection Departments, all of which are maintained by fees collected against the grain that are paid by the grain trade and the producers.

To establish complete Federal Inspection Departments in all of these markets and distributing points as contemplated by the McCumber Bill would mean dual and duplicate inspection service and charges and thus imposing an additional tax upon the producer and the grain trade, besides the appropriation of nearly one million dollars for general purposes in connection with carrying on the work as provided in the McCumber Bill.

The President of the National Ass'n before taking any action called a general conference of the grain trade at Chicago last Fall and two days were consumed in an informal discussion of what might be the fundamental provisions for a law to enforce the use of the Government grades, but the conference adjourned without making specific recommendations, being unable to come to any agreement unanimously, except to refer the whole matter to the Legislative Committee, and we have thus far acted along the line of the policy adopted by the National Ass'n of favoring the plan of Federal Supervision of the existing State and Board of Trade Inspection Departments and opposing the McCumber Bill.

The Honorable Secretary of Agriculture invited the National Ass'n to make recommendations of provisions for a bill for a law along the lines of supervision and the Legislative Committee complied with his request, thus assuming a large responsibility in the absence of more definite and specific instructions. In so doing, I am sure, that each member of the Legislative Committee exercised his best and most impartial judgment and I trust that any criticism on any feature of the bill as holding the Legislative Committee responsible therefor, that you will consider that there are many sides to a question and that nearly all legislation is the result of compromise. I do not, however, pretend to say that the Bill as drawn is entirely satisfactory to the Committee, as in fact it is not.

Although the Bill H. R. No. 14493 has been formulated very largely along the lines recommended by our committee, I wish to express most emphatically, my personal view that in formulating this tentative bill, the Secretary of Agriculture had had in mind the idea of economical practicability and he does not intend, knowingly, to establish a condition that will be unreasonably burdensome to the grain trade, but there is one underlying principle expressed in the Bill that we must accept, which is that when we sell a certain grade of grain under the Government grades, we must expect to deliver the grade and quality that we sell. In other words, we must deal honestly.

The Legislative Committee, however, is very much concerned as to the effect of a law as provided in the Bill H. R. 14493 on the finality of the terms of a contract. Suppose, for example, a car of corn is sold at Chicago as No. 3 yellow for shipment to Memphis, and is inspected out of Chicago under Government supervision as being of that grade, the corn being sold on the basis of Chicago terms. When the car arrives at destination, we will suppose that it is inspected there under Government supervision as No. 4 and it is found that there has been no deterioration in transit, but that the original inspector did in fact make an error in his inspection. Would the seller be held for settlement on account of the original inspection being in error and be compelled to ship another car of corn of the correct grade?

We have had in mind from the very beginning of the consideration of this legislation the idea that the inspection at shipping point, when sold on the basis of that inspection, should be final, but we have not yet determined as to whether or not we can legally establish such a condition.

Another criticism against the bill is that too much authority is placed with the Secretary of Agriculture. Personally, I am in favor of giving the Secretary of Agriculture as much latitude of authority under the law as may be consistent, rather than to undertake to fix all detail by law that would necessitate an amendment by Congress in order to have a change made in the law, if it would be found practically necessary and I believe that we should have the privilege of a hearing on any question of rules as promulgated by the Secretary and also the privilege of an appeal from his authority to a board of higher authority that should include the Secretary of Commerce and Labor and the Secretary of the Treasury. In other words, I think the law ought to provide a general scheme that would work out somewhat along the lines of the Interstate Commerce Commission. I believe it is impracticable to make a law to govern the detail rules and regulations.

The provision of the Bill relating to appeals, so far as given, appears to be cumbersome, but I believe that the Secretary of Agriculture will make such rules as may be necessary to govern in that respect.

The Legislative Committee of the National Ass'n expect to have a conference within a few days and to appear at the hearing on April 27th, when we will endeavor to secure such changes as may be necessary.

M. E. De Wolf of Spencer read a paper on Deliveries on Future Contracts from which we take the following:

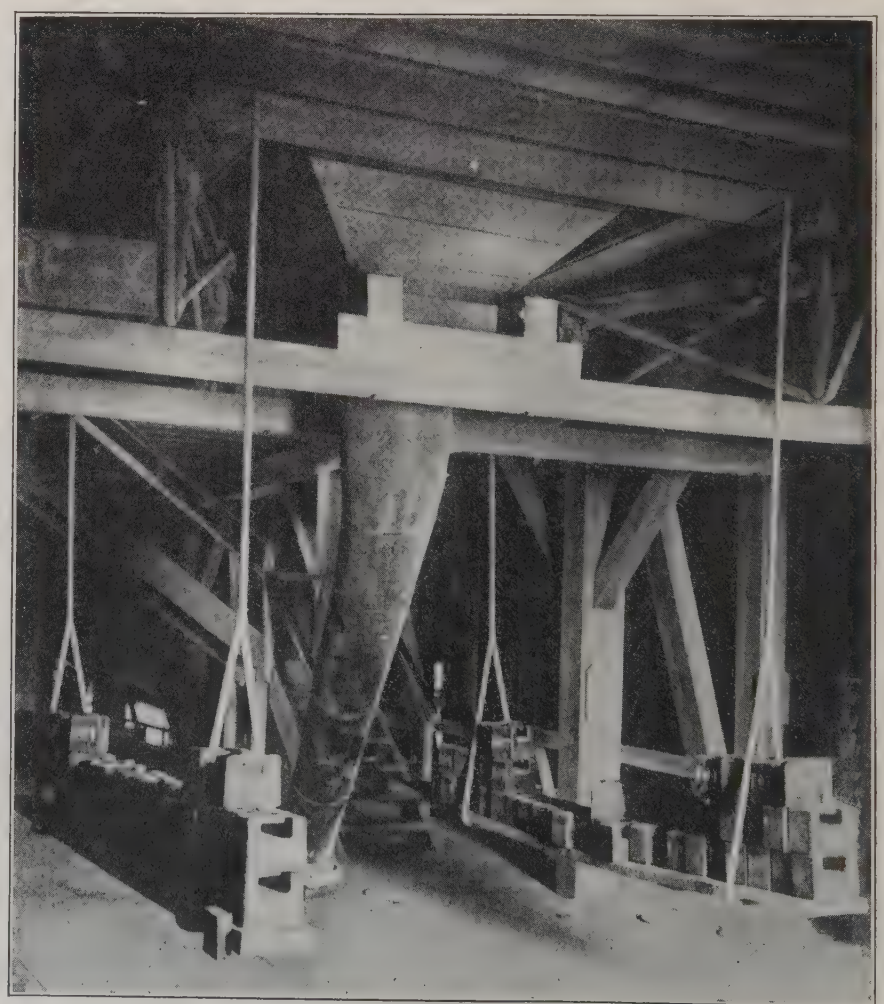
Deliveries on Future Trades.

We may assume that any Exchange, in order to justify its existence, to receive the recognition of law and the patronage of reputable merchants and the general public must serve an economic function. It must fill a demand. It must afford a meeting place where the public may, through accredited agents, carry on its business transactions without fear of becoming the victim of sharp practice and without the necessity of an education in the trade that is so highly technical as to render operations by those ordinarily skilled in business, fraught with unnecessary danger. In other words, the grain Exchange must afford a place for those desiring to sell the ordinary commercial commodities pertaining to grain. It must not on the one hand be a Monte Carlo where the gambler tempts blind chance, nor on the other, devoid of a breadth of legitimate trade that makes it a farce as a market place. It must afford an opportunity for the making of future contracts contemplating the delivery of the ordinary commodities incident to the grain trade. Its dealings, if the institution is to obtain and retain public confidence, must be in the commodities in common commercial use.

If the Exchange is to serve a function in the exchange of commodities in common commercial use, it of necessity follows that the grades applicable on future contracts must be the grades commonly merchandised. If it be otherwise, the system of future trading at once becomes fraught with grave danger to both the inexperienced and experienced merchant and renders possible the extortion from them of large sums through the accumulation of long lines in a concentrated holding and other forms of manipulation.

As an instance, approximately a dozen years ago there was established in Chicago as a contract grade of oats the present Standard grade. It was announced that this would be a grade of 3-white oats weighing 28 pounds or better. Legitimate grain merchants and producers of the West hailed this with delight. At that time there was in store in the elevators and on the farms of the West a most superior quality of oats raised in a dry season and exceeding the advertised requirement in every particular. Dealers freely sold the future as a hedge against oats of this character and consigned their holdings to the Chicago market. At that time as now the system of Inspection was a State system and at that time as now the Chief Inspectorship was one of the rewards bestowed for political services.

Dealers found to their astonishment that what they regarded as the glimmer of the millenial dawn was a false alarm, and while 3-white oats of the highest quality

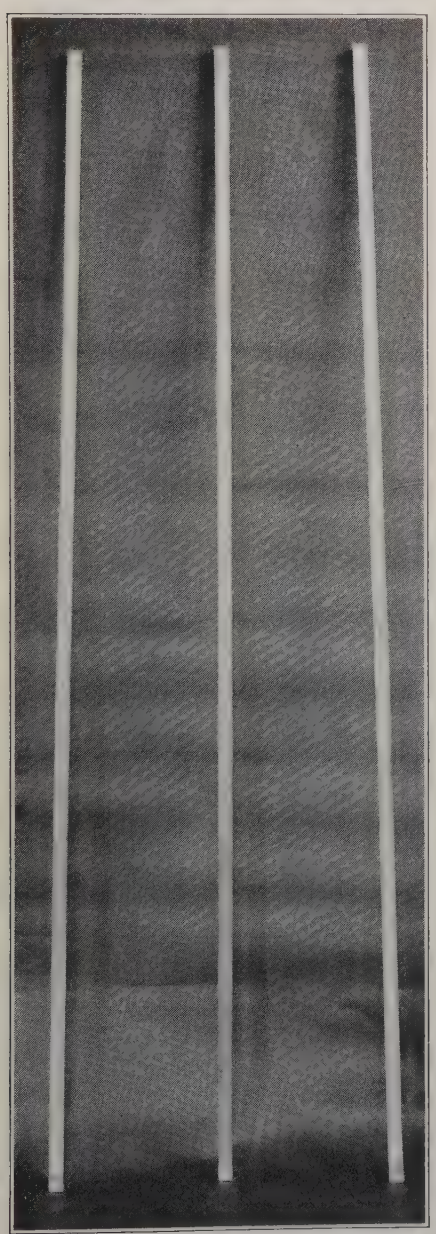


Two Tons of Test Weights Suspended from Scale Hopper in Test Conducted by Board of Trade Weighing Department.—From Address of H. A. Foss.

possibly marketed in fifteen years sold in the Buffalo market at 52 cents, the July contracts in Chicago which it was supposed could be filled out with a 3-white oat testing 28 pounds or better, sold at 72 cents. In one or two instances refusals to settle were made and finally adjusted on a lower basis, but the principal portion of those who in their confiding innocence had faith to hedge their holdings in the future contracts were mulcted with as little compunctions of conscience as was ever manifested by any pirate on the high seas. This is but one of many striking examples where an abundance of a commodity has not sufficed to prevent extortion because the great volume of an abundant crop was technically not deliverable on future contracts.

This method of extortion has not been so frequently practiced in oats as in corn. As we all know, the contract grade of corn is a grade of alarming scarcity when we consider the volume of transactions based upon it. With hundreds of cars arriving sometimes daily at the Chicago market, you can frequently count upon the finger of your hand the cars available for future deliveries.

Intrinsically for all commercial purposes No. 3 corn is worth but a fraction of a cent and by all the consumptive commercial tests, seldom over 1 cent less than No. 2 corn. Large proportions of the receipts vary but slightly in moisture test from the standard of No. 2 corn and are worth for any practical purpose to which



Measuring Sticks Used By Chicago Board of Trade Weighmen to Determine Depth of Grain in Inbound Cars.—From Address of H. A. Foss.

corn may be put, but the fraction of a cent less than the contract grade and yet are deliverable on contracts only at a discount of 5 cents per bushel. It is supposed that a purchaser of corn desires corn, yet at times large quantities of this grade fulfilling contract requirement stand upon the side tracks of our terminal markets and altho in a commercial way they are worth (by reason of elevation charge of 1 cent for loading out) one cent more than the corn represented by warehouse receipts, yet by no possibility can they be delivered to the purchaser of the future contract except at his election.

The result is that the legitimate merchant or producer who presumes to hedge his corn at the terminals may find himself the victim of impossible or inefficient railway service or of impossible or intentional failure of the terminal elevators to unload promptly. He may find himself the victim of a condition where his contract must be purchased at a price differing many cents per bushel from the prices but ten feet away for the common commercial grades practically equal in value to the contract grade.

There is no defense for any system that permits of this extortion and its abuse is one of the principal underlying factors that produces popular distrust and condemnation of the Exchanges as they exist today. With a knowledge of these facts the observant inquirer will ask the remedy. It appears to the writer that it is unquestionably the establishment of contract grades corresponding to the grades which most commonly enter into commercial consumption.

The contract grade of oats should be 3-white oats. The contract grade of corn should be No. 3 corn, or under the grades that are soon to prevail should be No. 4 corn. This is the common grade produced. It is the common grade merchandised and consumed. Superior grades entering but a limited way into commercial consumption would manifest their excess of intrinsic value, if any, in the premiums that would be paid for them at the sample table. Under this arrangement the volume of future transactions would not exceed actual receipts in such a proportion as to warrant attempted extortion.

An additional remedy, as hereinbefore intimated, that would work no injustice to any legitimate interest would be the establishment of a rule permitting the delivery of loaded car lots of grain upon contract for a reasonable period before the expiration of a current month. The details of such an arrangement might not be altogether easy but no one doubts that business men of the capacity constituting the membership of our great Grain Exchanges would be fully equal to the working out of any needed details. In fact, it would be difficult to get together a score of members of our Grain Exchanges, the majority of whom would not be able to work out a plan if they approached it with a resolute intention to work out a rule that would further the ends of legitimate merchandising.

It is the opinion of many that the volume of transactions upon our Exchanges would be increased if it were the prevailing belief that the legitimate condition of supply and demand for the bulk and not for an insignificant percentage of commodities traded in would govern.

The proper source of the rules governing such trades should be the Exchanges themselves. But if these manifested inconsistencies, to use no harsher term, are allowed to continue, we need not be surprised if legislators unfamiliar with or inexperienced in the trade, attempt a solution of the difficulty. The professional office seeker and agitator will avail himself of an opportunity to create an issue and superficial observation and appeal to prejudice will be the foundation of statutory enactment.

The membership of our Exchanges have the experience, the abounding ability, and they should have the foresight and courage to provide such rules regarding deliveries on future contracts as will inspire condence in the producer and merchant and permit the reasonabily safe hedging of our grain products and give to the consumer the same quality of product they now receive.

Such rules established with a broad purpose might not contribute to an occasional swollen fortune founded on craft and blind chance, but they would contribute to the general prosperity of not only the general membership of our Exchanges and its patrons, but of the great body politic, service of whom in the final analysis must be the test of all service.

F. D. Milligan, Jefferson, read a paper on Compensation for Labor of Coopering Cars from which we take the following:

Compensation for Coopering Cars.

Shippers of grain are well aware of the great expense and labor involved in the coopering of cars, and realize that we are entitled to compensation for this labor.

There are two very decided points of view covering the matter; the railways think they see in it an added responsibility and expense, the shipper is certain he has an unnecessary burden and one that is constantly growing.

Commissioner Lane of the Interstate Commerce Commission, covering a case in which the shippers asked relief said:

"No one can deny that it is the primary duty of a railroad to furnish equipment that is usable. A shipper is not to be put to the alternative of either not shipping at all or of recovering from the railroad for loss of commodity in transit. It is not a compliance with the requirements of the law that a car be put at the shipper's disposal, the car provided must be one that will convey the commodity safely to its destination under ordinary circumstances."

The shipper in this case was denied relief however, from the fact I think that the commissioner was not fully informed that it was necessary to build grain doors for each and every car shipped rather than a certain few, and that he did not have in mind the absolute building and constructing the doors required for each.

The commissioner also says we should refuse cars that are unfit. Technically this is correct, but as it would exclude a great part of the equipment offered us under present conditions, it would hardly be practical.

I have been keeping track of the expense incurred in coopering on the three roads over which we ship. The time ranges from two to five hours while we can readily load the cars in from half to one hour. The Milwaukee cars require an average of 3 hours; the C. & N. W. & M. St. L., 2 hours; and each car about five pounds of nails. This means good, hard, concentrated work, performed when our time is the most valuable. When this is multiplied by say two hundred, which is the number of cars many country elevators ship, it is some item.

The Milwaukee furnishes nothing at all but six foot boards. The N. W. & M. & St. L. furnish boards, burlap and paper and the M. & St. L. will furnish seven foot boards on request. This difference in material furnished has a very direct bearing on the shortages in transit. The loss to shipper on account of shortage in transit, is so great it cannot be estimated and the roads that furnish the best material for coopering show decidedly the fewest shortages. We find our shortages on the Milwaukee greatly outnumber those on other roads and account for it by the difference in material furnished.

In an opinion by Atty. Clifford A. Cox, covering a contemplated suit for loss in transit which the railroad refuses on account of the doors being improperly placed. You would say at once such a contention was ridiculous, but Attorney Cox says:

"If a grain shipper constructs the grain doors he practically assumes to some extent a responsibility for any leakage that might occur because of faulty construction, except the railroad look the car over and accept as coopered. This is a very serious phase of the matter."

When I started work in a country elevator, cars were equipped with grain-tight doors, attached to the cars which could be swung back out of the way when the cars were used for other commodities. These have gradually been supplanted by larger cars not so strongly built, with no grain doors whatever and in such poor condition it is often necessary even to nail the sheeting on the outside.

The railorads could and should furnish cars strong enough, tight enough and with proper doors to carry grain safely. Such cars are now being furnished terminal elevators, completely coopered and we are being sharply discriminated against in being denied equal facilities.

Believing that we are entitled to relief from this situation and that it is a situation that should be handled skillfully and with care, so as few abuses as possible may creep in and both the carrier and the shipper receive his just due, I wish to offer the following:

RESOLVED: That the question of compensation by carriers to grain shippers for labor required in coopering cars be referred to the Grain Dealers National Ass'n with a view of obtaining uniformity in practice, it being understood that the carriers are providing cars completely coopered and ready for loading at terminal market elevators, whereas country shippers are required to do the labor of coopering cars before they can be loaded with grain.

N. S. Beale, Tama, awoke the dealers with a red hot paper on Delayed Reinspection at Terminal Markets which follows:

Delayed Reinspection Causes Loss to Shippers.

On Dec. 24, 1913, a car of corn was inspected in Kansas City and graded "No. 4 mixed (tough)," and the buyer accepted this car at 3½ cts. discount to apply on a previous sale for December shipment.

On Jan. 5, 1914, the shipper was notified that this same car was reinspected and graded "sample, yellow corn, (hot and sour)." Please note that the color of the corn was changed from mixed to yellow as well as being found hot and sour through standing.

As a result of the reinspection the buyer refused to accept the corn at any discount, the corn was sold on the market at a discount of 16½ cents per bushel, of which perhaps 10 cents was in deterioration due to delay between inspection and 6½ cents thru the decline in the market since the time of sale.

As the second inspection was made on Jan. 5th, after the time of shipment had expired on Dec. 31, 1913, the shipper lost the benefit of the decline in the market by not being able to fill the contract with another car in the place of the one rejected.

On investigation of the methods of procedure in such cases it was found that the Kansas City Board of Trade rules are strictly in favor of Kansas City Buyers.

Following are the rules governing sale of grain on the Kansas City Board of Trade.

"Unless otherwise agreed, prchasers of commodities sold in car lots upon the open Board of Trade during trading hours upon which samples are exposed shall be deemed to have purchased by sample and grade and the purchases of commodities bought of members may have the cars tendered, as a delivery upon such contracts, sampled by an official sampler.

"If such sample shall appear to the purchaser to be of an inferior quality to that of the sample and grade upon which the purchase was made, the purchaser may notify the seller thereof and reject the car by one o'clock P. M. of the next succeeding business day and the purchase shall be adjusted as provided herinafter. But if the rejection is not so made, the purchase shall be considered to be agreed to by both parties and be final. Provided, always that if the car on account of loading or for any cause, the sampler can not make proper sample (and the certificate of the sampler to that effect shall be proof sufficient) and the purchaser shall so notify the seller by one o'clock P. M. of such succeeding day, the time of sampling and rejection shall then extend to such time as proper sampling can be made, provided the car remains within the jurisdiction of this Board."

The above rule applies to grain consigned and sold by sample through commission merchants and you will note the spirit and purpose of the rule practically conforms to the Chicago rule but the buyers in the Kansas City market have taken advantage of the words, "unless otherwise agreed," thus making the exception to the rule, the prevailing custom of the market.

Rule 21, Section 6, provides as follows:

"On sales of grain to arrive, buyers must reject same within twenty-four hours from time of regular tender or accept on original inspection."

This rule applies to grain sold on card bids to arrive and unless the buyer specifies otherwise in his postal card, or other forms, this rule would apply so that the buyers in such instances would not have the right to re-inspect when placed at the elevator for unloading.

I find, however, that most of the buyers of the Kansas City market have adopted the custom of specifying on their card bids the privilege of re-inspection at the elevator.

A legal opinion by Attorney Cox of Des Moines, to our Secretary, Mr. Wells on this subject is to the effect that the buyers in the Kansas City market may legally avail themselves of the right of private contract, but you will readily appreciate that it is unusual for members of a Grain Exchange to act in this manner and disregard the rules of their own Exchange.

The rule of the Omaha Grain Exchange now limits the time for re-inspection to five days. Originally there was no limit. Our organization had a hearing before a committee of its Board of Directors some two or three years ago and as a result they fixed the limit at eight days. Last Fall we had another similar hearing and induced them to reduce the time to five days which is the rule now in force at that market, but you understand, however, that the members of the Omaha Grain Exchange recognize the rule and do not undertake to make private contracts in disregard to it.

The Chicago Board of Trade members adhere, so far as I am able to learn, strictly to the rule that gives the buyer the privilege only of calling for re-inspection by 1:00 o'clock the following day except in cases where cars are loaded too full for a thoro inspection or of plugged cars.

Minneapolis has no limit of time under their rules in which a buyer may call for re-inspection: except two or three years ago, on request of this Association that they adopt the Chicago rule, they amended their rule limiting the time that re-inspection might be called on No. 4 and "no grade" corn to twenty-four hours same as at Chicago.

The principal cause of trouble on delayed re-inspection comes from the deterioration in the quality of the corn when delayed on track at the terminals in switching to the elevators which occurs principally when the terminal tracks are congested.

We assume the position that the peril of transportation after the original inspection, should fall upon the buyer and that the original inspection, which is now under supervision by the State or terminal market Grain Exchange in practically all markets, is intended as the basis of adjustment in the sampling and inspection of grain received on consignment or purchase.

The Shipper is placed at an unreasonable disadvantage when the buyers assume the privilege of re-inspection when cars are placed at elevators for unloading because as a rule, the original inspection is reported to the shipper and the price given at which the grain was sold or applied on purchase. If the latter, a discount, is named. Thus, the country shipper bases his local market prices on the reports thus received so that when he receives notice a week or sometimes two or three weeks later of the re-inspection giving lower grading and wider discount, he has not only suffered the loss on that particular car, but a similar loss on all the grain that he has purchased during that time on the basis of the original inspection and report.

In order to bring this matter more fully before the Convention I will offer the following resolution:

WHEREAS: Grain Inspection Departments are maintained at each of the different terminal markets under official supervision of the State or the Grain Exchange, for the purpose of sampling, inspecting and establishing the grade of the grain contained in each car on arrival to be used as the basis for selling same, either by sample or grade, and

WHEREAS: It is entirely possible and practicable to secure such samples so as to represent correctly the quality of the grain contained in each car except such cars as may be loaded too full for a thoro sampling or cars that are plugged, and

WHEREAS: Cars of grain, particularly corn of the lower grades, may deteriorate in quality if held on track and the unloading delayed by track congestion at the terminals or delay on the part of the buyer in ordering same to the elevator, the control and possession of the car having passed out of the hands of the shipper, therefore

RESOLVED: That the Western Grain Dealers Assn. persistently continue to maintain its stand in opposition to the custom adopted by the members of the Kansas City Board of Trade, whereby the buyers individually assume the right to insist on private contracts allowing them the privilege of calling for re-inspection after cars have been placed at the elevator or industries for unloading, which custom is in fact contrary to the spirit of the rules of the Kansas City Board of Trade, and be it further

RESOLVED: That the members of the Western Grain Dealers Assn. report to the Secretary all cases of discount taken by buyers on re-inspections at elevators and that the secretary inform the members of the conditions where losses are incurred because of such delayed re-inspections at Kansas City, Omaha, Minneapolis, or any other markets.

J. G. White, Conroy, moved that all resolutions be referred to the Com'ite on Resolutions and it was carried.

W. C. Goffe: As a member of the Kansas City Board of Trade I will simply say Mr. Fields is right and I think Mr. Beale is right. We tried to adopt a rule that would stop it, but were outvoted.

Geo. H. Davis, Kansas City: I agree with what Mr. Goffe has said. We took this matter up with our attorney and he advised us that we could not forbid the elevator men adding this objectionable condition to their bids. But you must bear in mind that many bids are sent out of Kansas City without this condition.

Car With Floor Wet from Melting Ice Presented for Loading Grain at a Chicago Elevator.—From Address of H. A. Foss.

I think you could exert the greatest influence by *refusing to sell any grain except* on what we call "new terms" and instructing your commission merchant to sell only on those terms.

Mr. Beale asked some pointed questions on the duty of the commission merchant to the shipper and the session adjourned for the banquet.

The Banquet.

The banquet was so attractive that many late applicants for tickets could not get in as the large dining room of Hotel Montrose would not admit any more chairs and the dealers wished to sit during the evening's program.

After the banquet had been tucked away under vests and cigars lighted the Cedar Rapids Booster Glee Club led the 330 dealers into the realm of song and immediately everyone tried to sing.

Pres. Fields said he had spent the afternoon at the Commercial Club and now that he knew the crowd better he wondered at Cedar Rapids indiscretion in permitting such a warm bunch in a combustible building. [Laughter.]

I wish to thank the citizens of Cedar Rapids for the cordial reception tendered us and nurse the hope that we may be invited to come again.

John M. Grimm of the Cedar Rapids Commercial Club as Toastmaster kept the toasters on a hot fire.

Sunny John Wunderlich, Sec'y of the Com'l Club, told of Cedar Rapids as the cereal city, its excellent transportation facilities, its transit rates and its 1913 receipts of grain. He told of the large industries of the city, the enormous business of the Quaker Oats Co., and of the best commercial club in Iowa with its 1057 members paying $30 a year for the privilege of boosting the city.

The Toastmaster received a collect telegram every time he had a chance to talk.

H. A. Foss, weighmaster of the Chicago Board of Trade, was greeted with a song. In the course of his address Mr. Foss said:

Some Causes of Weight Variations.

Shippers, receivers and carriers everywhere, as well as terminal weighmasters, are earnestly striving to locate, eliminate, and to place the responsibility, if you please, for the causes of excessive weight differences. Owing to human fallibility, to the character of our cereals, and to the varied assortment of the grain handling and weighing equipment used, with its tendency to get out of order, to the prevailing construction and condition of the carriers' box cars and the rough handling to which cars are often subjected, the problem has become a momentous one.

You can plainly see that the most the members of the grain trade can hope to accomplish is to reduce to a minimum the number and amount of the shortages. And this can be accomplished only by the hearty co-operation of all concerned; only by having a comprehensive knowledge of the many and varied conditions that cause weight variations; only by systematic, orderly procedure and intelligent performance. In no other way can the grain trade hope to secure the highest possible degree of efficiency in the matter of good weights.

It would not be amiss to refer briefly to the possible causes of frequent weight variations, which experience has shown to be as follows:

Inadequate weighing facilities.
Inaccurate scales.
Errors in the reading and recording of weights.
The leaking loading spout.
Careless practices.
Leakage in transit.
Theft of grain from cars in transit.

If you will bear with me for the moment I shall deal with these subjects by means of lantern slide pictures, depicting all sorts of conditions, including those that may not be wholly germane to the weight shortage question.

The first series of slides that will follow are photographs of our four-ton experimental scale. In each case the scale was arranged in the position shown, and then tested with 4,000 lbs. of our sealed test weights.

Please remember that the purchase of a scale that has nothing but its cheapness to recommend it, or the employment of a poor mechanic to install any scale, is false economy and will prove costly in the end.

Mr. Foss then presented a great many interesting stereopticon views of the Board of Trade, its officers, ass'n officers and others showing causes of leaks and losses.

E. W. Bailey of Chicago was called upon. He said I can not talk, but I wish to say that we have 1800 men on the Chicago Board of Trade and the average manhood is higher than in any other institution in the world.

Geo. Laird, mgr. of the Quaker Oats Co., invited all the dealers to visit the plant Friday morning.

J. C. Murray, mgr. of the grain dept. of the Quaker Oats, expresed pleasure in meeting the grain men and said:

Inside of Car Presented for Loading Grain at a Chicago Elevator.—From Address of H. A. Foss.

Good Grain Necessary to Good Products.

Of all factors in the selection of a site for cereal mills the problem of insuring the supply of good milling grain is of the greatest importance. In order to manufacture cereals of good quality, good milling grain is a necessity. Our mills at Cedar Rapids and Fort Dodge make us dependent very largely on grain dealers and country elevators of Iowa, Minnesota and South Dakota, for our supplies of grain. We have to depend upon the dealer to select and ship the quality of grain that will pass No. 1 for milling purposes.

Many times in each year we are criticised by dealers who claim that our inspection is too severe, but the best answer to that criticism may be seen in the volume of business built up at the Cedar Rapids mill by good products made from good grain. We can sympathize with the country dealer whose elevator is located in the midst of a group of careless farmers, and notwithstanding everything that has been done in the past few years to awaken the farmer to the possibilities of increased production of better grain, there are still some careless farmers left.

We can sympathize with the dealer in such a locality who feels he is compelled to take oats for oats and corn for corn regardless of quality and compete with the nearby dealer who is buying good quality grain at fair prices. Many dealers in different parts of the country, recognizing the variations in value are not only pricing their grain accordingly, but are doing everything in their power to bring about an improvement in yields and quality. This work appeals to us as good, hard sense, as it not only works toward an immediate improvement in volume of shipments, but it helps to insure the future of the grain business in this country. We would be sorry to see the time when the big milling plants of Iowa and Minnesota are forced to curtail production because of lack of sufficient supplies of milling grain.

The new problem confronting the grain miller and dealer results from the recent change in the tariff, permitting importation of foreign grain in times of any shortage in our crops. The removal of the tariff on corn and the short crop of 1913 has already resulted in large importations of Argentine corn. We have not used any of this Argentine corn at our mills as yet and are, therefore, unable to give you any information from personal experience.

We, however, have made considerable inquiry regarding Argentine corn and are unable to find any forceful objection to the consumption of same in this country. Starch manufacturers inform us that while the percentage of starch is not quite as large as it is in American corn, the measure of gluten and oil is larger and the intrinsic value of Argentine corn and American corn of the same moisture content is practically even. The percentage of protein determining feeding value on recent importations of Argentine corn figures 11% as against 9.81 in American corn.

The reduction of the tariff on oats to 6c per bushel of 32 pounds as against the former duty of 15c, has brought about large importations of Canadian oats. We have used the Canadian oats at our mills in Canada for many years, but up to this time have not used any Canadian oats on this crop at our American mills. Our experience, however, in the handling of the Canadian oats in the past has been entirely satisfactory, and there is no question that our Canadian friends are producing the quality of grain that will stand up with our best farming on this side.

J. L. Messmore of St. Louis in speaking on Grain Trade Conditions told a number of laughable stories.

In the absence of C. H. Canby, President of the Chicago Board of Trade, Sec'y J. C. F. Merrill spoke of Future Trading an Economic Necessity in the Commercial Distribution of Grain. In the course of his remarks he said, speculation enters in some form into every line of commerce. It has become the habit in some quarters to refer to it as gambling, which we deprecate. In 1911 we produced over five billion bushels of grain. Some one must own it until consumed. As soon as the farmer is ready to market his crop, some one must assume the risk of ownership. At present over 77,000,000 bus. are in the hands of speculators. Does the speculator per-

form as useful a function for you as does the insurance company. If so give him fairer consideration. To eliminate the risk of ownership you go to the grain pits; to obtain relief from the fire risk you go to the fire insurance company. By reason of the relief you obtain from the risk of ownership you handle grain on a narrower margin of profit than is known in any other line of commerce.

The Hon. Mayor of Cedar Rapids said today that speculation is the cause of the high cost of living. If that be so, the speculator is helping the farmer, so we need not complain.

The speculator reduces the fluctuations because of the volume of trade. Speculation on a large scale becomes a benefit. When grain is moving Chicago often receives a million or two bus. of grain a day. If the speculator were not there ready to take it, What would become of the market?

Every trade on the Chicago Board of Trade must be made in the open market. Our rules require that every sale or purchase must be reported back to the customer with the name of the buyer or seller. These transactions have been declared serious business transactions by the U. S. Supreme Court in the case of Christie vs. the Chicago Board of Trade in May 1905. Justice Holmes delivered the decision from which I will quote:

"People will endeavor to forecast the future and to make agreements according to their prophecy. Speculation of this kind by competent men is the self-adjustment of society to the probable. Its value is well known as a means of mitigating catastrophes, equalizing prices and providing for periods of want. It is true that the success of the strong induces imitation by the weak, and that incompetent persons bring themselves to ruin by speculating in their turn.

"But legislatures and courts generally have recognized that the natural evolutions of a complex society are to be touched with a very cautious hand, and that such coarse attempts at a remedy for the waste incidental to every social function as a simple prohibition and laws to stop its being are harmful and vain."

The functions of the speculator is to carry the surplus of the produce until it is needed by the consumer. I wish to remind you that no products dealt in on the exchanges has ever been controlled by a trust.

Speculation must continue in some form even tho the exchanges be closed.

In closing I wish to read you the conclusion of the Industrial Commission consisting of five Senators, five Representatives and nine laymen:

Industrial Commission's Conclusions.

FIRST—They localize industrial risks among a commercial class whose special function is to distribute surplus supplies over deficit times and places in such a way as to lessen the uncertainty of producers and consumers.

SECOND—They relieve producers and consumers from carrying a whole year's stock, enabling the farmer to convert his crop promptly into cash capital, and the latter to supply himself as his periodical needs may require without enhancing prices beyond the original rate of risks of returns of such capital investments.

THIRD—Competition of speculative traders tends more than any other force to reduce profits of these agencies to a minimum per unit of commodity handled. Released from their economic functions, it is their interest to seek to reduce the risks of distribution to a minimum. By expert acquaintance with the conditions that involve risks, the hazardous elements are gradually limited, if not entirely eliminated.

FRIDAY'S SESSION.

Cedar Rapids, April 10. Special Telegram.

Owing to a spring snow storm the automobile ride was by common consent omitted.

About 200 dealers visited the plant of the Quaker Oats Co., and everyone felt well repaid for the trip.

At 1 p. m. 150 dealers were the guests of the Commercial Club at luncheon.

The dealers remained seated while the following business was conducted, after which the meeting adjourned.

The Auditing Com'ite reported that the accounts of the treasurer were found to be correct.

The Nominating Com'ite presented the following names for the respective offices mentioned:

For Pres.: F. D. Milligan, Jefferson, Ia.; V. Pres., S. Wilder, Cedar Rapids, Ia.

Directors: J. F. Weart, Cherokee, Ia.; N. S. Beale, Tama, Ia.; W. K. Neill, New Sharon, Ia.; D. J. Peters, Wellsberg, Ia.; C. H. Harris, Bartlett, Ia.

The Sec'y was instructed to cast a unanimous ballot in favor of the report. The newly elected officers were each called upon for a speech and all responded.

Sec'y Wells: I wish to thank all of you for your fine support of this Ass'n. I believe we have the best grain dealers ass'n in the world. Our scale inspection dept. is second to none and it may interest you to know that railroads come to us for a report on your scales. You should keep your scales in good repair and know that they are accurate.

Too many dealers *do not keep posted.* I go into a great many grain offices and find the trade papers with the wrapper unbroken. You should read some trade paper and keep posted as to what is going on.

I believe that the selling of grain futures is absolutely necessary and works for the best interests of the trade. There is, however, room for serious thought when you consider how many bills are aimed against future trading.

I thank you for your support and am much gratified with the splendid attendance at this meeting.

RESOLUTIONS.

The resolutions introduced by Mr. Milligan and by Mr. Beale at the close of their addresses were adopted, also the following:

FUTURE CONTRACTS.

Whereas, Public criticism is being directed against the Chicago Board of Trade, because of abnormal fluctuation in market values of grain, particularly in the price on the last day of a delivery month and the first day of the succeeding month, and because of the apparent manipulation of the market by traders in large quantities of grain, and

Whereas, such fluctuation in price and manipulation of the market is largely possible, because of the relative small amount of grain deliverable on contracts, as compared with the amount bought and sold for future deliveries. Therefore, be it

RESOLVED that the Chicago B. of T. be urged to change its rules governing purchases and sales for future delivery, so that such ordinary grade of each kind of grain shall be deliverable on the contract at the price named herein, and that any carload of such grain within the Chicago Grain Inspection District, within 3 days of the last day of delivery, shall be deliverable on such contract, and be it

RESOLVED, that we respectfully request the officers of the Chicago B. of T. to grant a hearing on this subject to representatives of this Ass'n.

PUBLICATION AND DISTRIBUTION OF GOVERNMENT CORN GRADES.

RESOLVED, That the secretary have the government corn grades printed on cards and the same distributed among the members, to be conspicuously posted in their offices for the information of the farmers and the public.

RESOLUTION ON POMERENE BILL-OF-LADING.

Whereas shippers and bankers have agreed to the terms and conditions of senate file No. 387, a bill relating to bill of lading and the carriers have consented to the larger part of the said file, and different interests have appeared before the I. C. C. concerning the said bill, and

Whereas, the said bill is now pending in Congress, therefore be it

RESOLVED that we favor the adoption of the said bill and that we respectfully urge Senators Cummins and Kenyon to support this bill.

ASSOCIATION ATTORNEY.

RESOLVED, That the Board of Directors be hereby authorized to retain an attorney to act as legal adviser in matters involving general propositions at such compensation as their judgment may direct, and with the idea that such attorney may also be employed to advantage by the individual members in any legal matters relating especially to transportation and the grain trade, and that the annual dues of the Ass'n, be increased $1.00 per annum to cover expense of retaining such attorney.

RELATING TO CLAIMS.

Whereas, there seems to be a disposition on the part of certain railroad companies to refuse to pay claims for loss in transit, especially when a car arrives in apparent good order, regardless of the fact that such car may have been out of order while en route, and

Whereas, the R. R. companies seem to be inclined to stand on technicalities in the settlement of claims, therefore, be it

RESOLVED, that the secretary is hereby authorized and directed to take such steps as may be necessary to cause the favorable settlement of just claims by a conference with secretaries of other associations, with a view to determining an equitable basis of action, and also to assist in the enforcement of the payment of any refused claims that he regards just and equitable.

CHARGE FOR SPOTTING CARS.

Whereas an effort is being made by the railroad companies to obtain authority to make a charge for spotting and switching cars to points on side and industrial tracks for the purpose of loading such cars to be transported on their lines and for unloading such cars that have been transported on such line of road, and

Whereas, grain dealers engaged in the shipping of grain have provided at their own expense, elevators, warehouses and coal bins, along the several lines of railroads, for the purpose of assembling for shipment in car lots, grain and produce to be transported, which is largely for the convenience of the railroad company and a saving of much expense to them, and which elevators, warehouses and coal bins, the railroad companies insist upon being built, of sufficient capacity to handle the business, therefore, be it

RESOLVED, that a charge for placing cars at grain elevators for the purpose of being loaded with grain from such elevator, will be unjust and unreasonable, and be it further resolved, that the secretary is hereby directed to place this matter before the Inter-State Commerce Com'isn to urge it to deny the railroads such or any like requests.

RESOLVED, that if the I. C. C. shall find that the R. R. Companies are entitled to further compensation for handling freight, we respectfully request and urge the said I. C. C. to add such needed amount to the general rate, rather than to permit a specific charge for placing cars, because a specific charge against the grain dealers will be unjust and unfair.

WORKING MEN'S COMPENSATION.

Whereas, to comply with the requirements of the workingmen's compensation act, it will be necessary that the members of this ass'n. procure casualty insurance for their employes, and in order that such insurance may be obtained under as favorable conditions as possible be it

RESOLVED, that the secretary be requested to make an investigation of and consult with the several casualty companies doing business in this state, and if it shall appear that it will be for the benefit of the members to do the business of obtaining such insurance through the W. G. D. Ins. Ass'n, he is hereby authorized to act through the Ass'n, and be it further

RESOLVED, that because it appears that the minimum charge by the Casualty Companies for such insurance is expensive as applied to individual dealers, the secretary is hereby authorized to do whatever in his judgment will cause a reduction of the minimum charge in such cases.

RESOLUTION OF THANKS.

Whereas the Cedar Rapids Commercial Club, the citizens of Cedar Rapids and the proprietors of Montrose Hotel have been untring in their efforts to make the annual meeting of the Association a pleasant and enjoyable affair, therefore, be it

RESOLVED that those in attendance at this meeting extend their sincere thanks to the C. R. Commercial Club, the citizens of Cedar Rapids and the proprietors of Montrose Hotel for their many courtesies and hospitality.

Seeder Rabbids Convention Notes.

Registration the first day 377.

The railroad men were there in large numbers.

The best convention held by Iowa dealers in many years.

E. H. Ingham presented the merits of the Edgar Steel Seal.

A. E. Schuyler represented the Car Door and Cooperage Buro, Chicago.

From Milwaukee were E. A. Armstrong, Walter P. Bishop and D. G. Owen.

Minneapolis sent E. R. Woodward and Max Grant, reptg. Van Dusen-Harrington Co.

J. C. F. Merrill, Sec'y of the Chicago Board of Trade, was the only exchange sec'y present.

Fotografs of dealers at the meeting and Mr. Cox's able address will appear in the April 25th number.

A program of vital interest to country grain dealers can always be depended upon to attract a large crowd.

The shippers from other states included J. W. Hutchison of Central City, Neb., and W. Noble of Gibson City, Ill.

Sioux City sent W. F. Shepard of Flanley Grain Co., E. A. Fields, S. E. Trask, J. A. Tiedeman and J. H. McKoane.

E. H. Moreland, Secy. of the Tri-State Mutual Fire Insurance Co., met many policy-holders for the first time.

The reluctance with which the bashful ones stood up to be sung to at the banquet made the vocalists shout all the louder.

H. A. Foss, weighmaster, and J. A. Schmitz, scale inspector, represented the Chicago Board of Trade Weighing Department.

Chief inspectors at the meeting were Geo. B. Powell, of Omaha Grain Exchange, and A. R. Ware of Kansas City Board of Trade.

The exhibit of samples of milling products by the Quaker Oats Co., the Douglas Co., and the Cereal Products Co., in the lobby of the hotel attracted much interest.

A well ventilated auditorium makes it easier for everyone to stay awake and give close attention to the speakers. Dealers whose heads droop and nod get disgusted and leave.

Those in attendance from Omaha were E. E. Huntley, E. H. Tiffany and C. M. Cochran, reptg. Merriam Com's'n Co., J. L. Welsh, W. J. Smittle, J. W. Holmquist and O. E. Harris.

H. A. Brown had a two-burner Brown-Duvel Moisture Tester, a Special four in 1 Laboratory Scale, a complete set of grain sieves, and a new automatic oil measuring device.

The Union Iron Works was represented by its Secretary, Max H. Hurd, and Chas. N. Ward; the Barnard & Leas Mfg. Co., by G. M. Miles; the Beall Improvements Co., by Max H. Hurd.

Cards bearing the new federal corn grades, as promulgated by the Department of Agriculture, were distributed with the compliments of the Hess Warming & Ventilating Co., and J. C. Shaffer & Co.

Des Moines receivers were represented by Clark Brown of the S. E. Squires Grain Co., C. A. Tower, C. A. Wright of Wright & McWhinney, C. H. Casebeer, reptg. Taylor & Patton Co., and Ward G. Case.

The Peoria delegation included Louis Mueller of Mueller Grain Co., N. R. Moore, sec'y and mgr. of Rumsey, Moore & Co., H. H. Dewey, Geo. Breier, J. C. Luke, B. E. Miles, C. F. Price and Charles C. Miles.

Two exhibits of grain dealers' account books clearly indicated that grain dealers are becoming more methodical in their business and hence should have a better idea of what they are doing at any and all times.

Two builders, Chas. E. Newell of Cedar Rapids, and J. Cooper Strattan, Des Moines manager of the Burrell Engineering & Construction Co., were eagerly seeking for grain dealers desiring to overhaul old or build new elevators.

Among those from Kansas City were Geo. H. Davis and W. W. Simmons of the Ernst-Davis Grain Co., Wallace C. Goffe of Goffe & Carkener, J. Shirley Brown, reptg. Russell Grain Co., H. G. Miller, reptg. Thresher-Fuller Grain Co., A. J. Mann, E. R. Stripp, C. F. Fisher, E. A. Sullivan and Cort Addison.

E. G. Cool, the popular solicitor, who several years ago, during a very wet season, developed a bad case of web feet, has recently been confined to the house with rheumatism, but through the aid of a strong stick hobbled to the convention. He couldn't stay away, altho it gave him great pain to hold down those hard chairs.

Among the souvenirs passed out at the convention were memorandum books, by Flanley Grain Co.; and by Picker & Beardsley Commission Co.; pencils, by Bridge & Leonard; pocket combs, by the Newell Construction Co., and E. A. Sullivan took the name and address of everyone and promised to send a patent top guaranteed to see-saw a spoon all around the table.

The exhibit of automatic grain scales in the hotel lobby was one of the interesting features of the convention. A 4-bushel Richardson Grain Scale was in charge of H. B. Miller and John Hageman. The 4-bushel Avery Automatic Scale was in charge of W. F. Round, A. C. Annett, and Tracy G. Lewis. The model of the Fairbanks-Morse Automatic Scale was in charge of M. F. Barnes and H. C. Kibe.

St. Louis was well represented by Erich Picker and R. F. Scott of Picker & Beardsley Com's'n Co., E. D. Bargery of Elmore-Schultz Grain Co., George C. Martin, Jr., and Frank Rubb of Goffe & Carkener Co., W. H. Toberman, J. W. Outhier, G. N. McReynolds and Zeb Owings of Toberman, Mackey & Co., S. T. Marshall, reptg. Nanson Com's'n Co., H. H. Savage, reptg. W. L. Green Com's'n Co., J. L. Messmore, Ed. Hasenwinkle, H. A. Von Rump, Aderton Samuel and Harry C. Noland.

Chicago was represented by Henry Rang & Co. by J. R. Murrel, Rumsey & Co. by M. C. Brown and A. L. Cox, Lamson Bros. & Co. by George E. Booth and J. H. Barrett; Quaker Oats Co. by John M. Rose and J. C. Murray; E. W. Wagner & Co. by John Connor, J. J. Fones and Fred B. Lewis; E. W. Bailey & Co. by E. W. Bailey and C. L. Douglass; Carl F. W. Pfeiffer by Geo. B. Marble; Philip H. Schifflin & Co. by Earl G. Cool; J. C. Shaffer & Co. by W. E. Messerole and Wm. M. Hirschy; Lipsey & Co. by Oscar C. White; J. H. Dole & Co. by H. N. Sager and W. M. Christie; F. G. Coe, W. M. Browning, Frank J. Delany, A. T. Moore, A. Gerstenberg, Frank Cheatle, F. R. Hopley, J. A. Waring, H. B. Beatty, John W. Radford, W. W. Sylvester, F. D. Austin, and C. E. Timberlake.

Among Iowa shippers in attendance were: F. W. Albee, Dolliver; J. H. Allen, New Sharon; W. G. Austin, Austinville; W. G. Banning, Farlin; N. S. Beale, Tama; R. L. Beale, Tama; C. C. Belz, Conrad; R. A. Beuter, Watkins; Chas. Beckley, Garrison; W. R. Bloom, Klemme; W. H. Bickel, La Porte; H. C. Brand, Fort Dodge; L. A. Brush, Chelsea; B. S. Bryson, Rake; J. M. Buster, Greenview; J. E. Cairns, Clinton; N. E. Carlson, Atkins; S. J. Clausen, Clear Lake; Geo. Christianson, Galt; Lee Davis, Scranton; M. F. Derby, Burlington; Chas. Donels, Shellsburg; B. T. Dow, Davenport; E. L. Dreher, Dike; J. F. Duvall, Bennett.

Jacob Erickson, Roland; Otto Erland, Newhall; L. Foley, Nichols; E. J. Funk, Ladora; John Frerichs, Holland; H. J. Frerichs, Wellsburg; W. T. Goy, Tabor; R. T. Green, Lawn Hill; M. F. Green, Marengo; C. E. Holcomb, Buffalo Center; G. F. Holland, Collins; F. S. Hayes, Palo; J. M. Hayes, Palo; A. D. Hayes, New London; C. H. Harris, Bartlett; C. O. Hoff, Traer; W. J. Hamilton, Bradford; Frank Hushka, Bradford; J. E. Hale, Collins; C. F. Harshburger, Cooper; J. Jindrich, Walford; A. M. Jasperson, Algona; J. A. King, Nevada.

Fred Lahn, Irving; A. M. Ledvina, Irving; L. W. Larson, Rolfe; T. H. Lines, Dike; W. W. Little, Tipton; Carl W. Lundahl, Madrid; Harry J. Minehart and A. L. Minehart, Deep River; Fred McNeil, Clarence; S. C. Milnes, Galt; J. K. McGonagle, Washta; O. K. Morrison, South English; H. H. Mullin and F. Mullin, Britt; A. Morehouse, Glidden; Chas. Meyers, Shellsburg; John Meyers, Wellsburg; G. D. Mabie, Whitten; H. D. Mowery, Linby; David Marr, Traer; W. K. Neill, New Sharon; J. H. Neel, Randall; F. E. Norstrum, Burnside; C. H. O'Neal, Independence; F. W. Peterson, Burnside; C. S. Peet, Martelle; S. F. Price, Conrad; I. L. Patton, Newton.

Bud Roach and E. A. Roach, Plainfield; E. M. Richards, Pocahontas; M. E. DeWolf, Spencer; Bert M. Stoddard, Sloan; J. V. Simek, Gladstone; John Swecker, Guernsey; J. L. Shearer, Rhodes; Herman Schroeder, Dysart; F. Schluntz, Irving; J. Schonborn, Centerdale; A. Schnett, Keystone; W. G. Schneckloth, Gladbrook; W. J. St. Clair, Mt. Auburn; W. F. Thompson, Center Point; E. H. Tiedeman, Fonda; A. L. Thomas, Winfield; Richard Timms, Alburnett; S. R. Turner, North English; A. F. Tatge, Luzerne; B. F. Vorhes, Liscomb H. W. Van Dyke, Winfield; E. S. Yeisley, Chelsea; E. J. Wiese, Burlington; Henry Wahl, Victor; J. D. Wiener, Lu Verne; H. A. Wray, North Liberty; R. Welsh, Owasa; J. A. White, Conroy; J. F. Weart, Cherokee; C. W. Zastrow, Goldfield.

J. W. Harding, Keota; Henry Kunz, Wesley; A. Peters, Wellsburg; J. C. Shafer, Elberon; F. E. Trainer, Ackley; J. F. Buchanan, Lester.

Chas. E. Griffith and W. H. Halladay, Davenport.

MONTANA has from 12,000,000 to 15,000,000 acres of semi-arid land, according to the State Agricultural College, suitable for cultivation by dry-farming methods. The total area of farms in 1910 was 3,640,309 acres.

ARGENTINE corn arrives in the United States frequently in weevily condition, according to a recent bulletin of the United States Department of Agriculture, giving a survey of the importation of Argentine corn and Canadian oats under the new tariff. Attention is called to the fact that the present business is more or less experimental and may not prove permanent, as it has not yet been determined whether or not it is profitable.

N.-W. OHIO DEALERS MEET AT LIMA.

The Northwestern Ohio Grain Dealers Ass'n held a meeting in the Lima Club building at Lima, O., on March 27. About 50 dealers were present and all were curious to know whether the association would give up the ghost. Acting Sec'y T. P. Riddle resigned and great difficulty was experienced in finding a man who could efficiently serve as secretary.

H. P. McDonald, who has been representing E. A. Grubbs & Co. of Greenville, was appointed sec'y.

H. W. Fish, Marion, was elected chairman of the meeting.

Sec'y Riddle reported that he had made tests of seed corn from 14 seed dealers and had found very poor germination in much of the seed. He warned those present to be sure to use their influence in having the farmers use only good seed corn.

E. L. Southworth, Toledo: I wish all of you would test Argentine corn and see if you can't raise earlier maturing corn. You should not raise big corn which needs 120 days to mature.

You must encourage raising better corn so as to make it qualify under Gov't grade.

Connecticut raises flint corn and this will mature in this part of the country.

G. E. Wells, Sidney: I am glad to hear that flint corn can be raised here. I believe I will try to raise some Argentine corn.

Sec'y Riddle read a letter from J. C. McCord, sec'y Ohio Grain Dealers Ass'n in which it was urged that all the dealers write Senators Burton and Pomerene and endorse the Pomerene B/L.

It was further urged that letters be written to the I. C. C. protesting against the charge for spotting cars.

H. W. Fish: We ship in nearly all of our wheat. A charge of $2 for spotting the car at country loading point and a charge of $2 for placing the car at our mill, adds $4 to the freight charges.

This administration is pledged to reduce the cost of living. It is also trying to give the railroads more revenue without having it appear that the producer pays for it.

C. O. Barnthouse, Agosta: A scoop shoveler will be able to load a car on the public tracks without paying a spotting charge.

I will, however, be penalized $2 a car for having an elvtr. in which I store grain to await the pleasure of the railroad to furnish box cares.

J. L. Cruikshank, Fostoria: Is this special charge for spotting cars at our elvtr.?

H. W. Fish: Yes; the I. C. C. has ruled that way.

E. M. Crowe, Piqua: The C. & O. R. R. has already filed its tariffs for special charges. A railroad man told me that the only place a railroad must legally place a car is on the public tracks. Placing the car any other place will entail charges.

E. L. Southworth: Such practices are not reasonable and I do not believe that the railroads contemplate any such action as you anticipate. I believe the special charges are to be made at industrial plants where the service of a switch engine is required practically all of the time.

Sec'y Riddle then addressed the meeting explaining the advantages of testing corn and gave his talk with the aid of charts.

Sec'y Riddle was then called on to speak on the subject: "Our Association, Its Purpose, Plan and Practical Workings."

He read the preamble and declaration of purposes.

He next gave the following illustration as to cost of operating an elvtr.:

Cost of Operating Elevator.

Property investment, $7,500; working capital, $4,000; annual shipment, 100,000 bus. Steam power (manager and 1 man) Elevator.

Gross Earnings.

10,000 bus. wheat on 5c margin	$ 500.00
40,000 bus. corn on 4c margin	1,600.30
40,000 bus. oats on 3c margin	1,200.00
10,000 bus. misc. on 5c margin	500.00
Gross working profit on above business	$3,800.00

Operating Expenses.

Interest on property investment, $7,500.00 @ 6%	$ 450.00
Interest on working capital, $4,000 @ 6%	240.00
Depreciation (20-yr. life.), $7,000.00 @ 5%	350.00
Running repairs	100.00
Scale inspection and repair service	25.00
Building insurance, $7,000.00 @ 1¾ %	122.50
Grain insurance, 10,000 bus. at 50c value @ 1¾ %	87.50
Taxes (assessed at half) at 1%	82.50
Fuel or power @ $15.00 per month	180.00
Light @ $1.00 per month	12.00
Machinery oil, waste, etc.	12.00
Labor (engineer or floor labor) @ $50.00 per month	600.00
Manager's service @ $75.00 per month	900.00
Cleaning, wheat based 1%, 10,000 bus. at 90c	90.00
Cleaning, corn based ½%, 40,000 bus. at 50c	100.00
Cleaning, oats based ½%, 40,000 bus. at 30c	60.00
Cleaning, misc. based 1%, 10,000 bus. at 50c	50.00
Collecting of drafts (100 cars at 25c each)	25.00
Inspection and weighing (100 cars at 50c each)	50.00
Postage, stationery and supplies	30.00
Telephone rental at $1.50 per month	18.00
Telephone tolls—estimated at $6.00 per month	72.00
Telegrams—estimated $3.00 per month	36.00
Trade papers	3.00
National, State and Local Ass'n Dues	50.00
Traveling expenses, conventions, etc	29.50
Total operating expenses on above basis	3,775.00
Total net profit for the year	$ 25.00

R. R. Kennedy, a member of the state legislature, said that the Ohio seed law was evidently the product of an idealist, as it did not have workable qualities.

He said further that in his opinion the law was unconstitutional, as it permitted the farmers to traffic in impure seeds and forbids the dealer from doing the same thing.

He recommended that an earnest attempt be made to revise the Ohio seed law at the next session of the legislature.

At this time H. G. Pollock, Middlepoint, called for volunteers to clear away an old obligation of $108.24 which the treasurer had paid out of his own pockets for association bills.

He raised the money in two minutes.

After much discussion and several com'ite reports it was finally voted to continue the Ass'n.

Sec'y Riddle definitely expressed his determination to sever his connection with the Ass'n.

Those present were: L. C. Allinger, Delphos; A. C. Aungst, Butler; A. J. Aungst, Fayette; S. J. Aungst, Lebanon; C. O. Barnthouse, Agosta, and L. Black, Elgin.

A. H. Clay, Spencerville; E. M. Crowe, Piqua; J. L. Cruikshank, Fostoria; E. T. Custenborder, Sidney; G. Dauler, Convoy; R. C. Deffenbaugh, Columbus Grove; Joe Dehring, Antwerp; Noah Diller, Bluffton; W. T. Dolby, Delphos, and M. A. Dull, Willshire.

E. E. Edge, Paulding; J. A. Edwards, Gomer; H. W. Fish, Marion; H. L. Frisinger, Rockford; U. G. Furnas, Saint Paris; Chas. Gramhousen, New Bremen; A. L. Garman, Delphos; C. Gilfillan, Van Wert, and W. B. Grammar, Deshler.

W. H. Hill, Oakwood; J. F. Keller, Ohio City; W. C. Long, Convoy; Wm. Ludwig, Moffit; H. P. McDonald, of E. A. Grubbs & Co., Greenville; D. McMillen, Van Wert; John Monroe, Archbold; H. G. Pollock, Middle Point, and Roe Pugh, Bradford.

J. F. Rinehart, Uniopolis; D. R. Risser, Vaughnsville; O. E. Richardson, Celina; Eli Short, Elmira; P. P. Steiner, Pandora; J. D. Spangler, Defiance, and G. E. Wells, Sidney.

LIMA NOTES.

Buffalo was represented by J. J. Rammacher, Eastern Grain Co.; C. A. Bartow, Electric Elvtr. & Mlg. Co., and Earl McConnell.

E. L. Southworth of Southworth & Co.; Fred Mayer, J. F. Zahm & Co.; Fred Wickenhiser, John Wickenhiser & Co., and W. A. Boardman, East Side Iron Elvtr., were all loaded with Toledo ammunition.

The last seen of Fred Mayer and E. L. Southworth was when Joe Dehring was lecturing them on "The Evils of the Grain Business After 10 O'Clock at Night."

C. D. Garver was representing the Ohio Grain Dealers Ins. Co. in his usual good form.

Sec'y Riddle displayed a Hess moisture tester and explained its working qualities.

Cotton Futures Heavily Taxed.

A bill placing a prohibitive tax on trading in cotton futures was offered in Congress Apr. 2 by Representative Lever of South Carolina as a substitute for the Senate bill prohibiting the use of the mails to exchanges engaged in future trading in cotton.

The bill places a tax of 25c a bale on sales of cotton futures complying with its requirements, and a tax of 50c a bale on future deals not complying with these requirements, which are as follows:

That all cotton contracts for future delivery shall be in writing and show the quantity of cotton involved and the names of both parties; that they specify the basis of grade, price per pound and month in which the trade is to be completed; that standards of grade fixed by the Sec'y of Agriculture govern; that actual commercial differences in grade shall control settlements instead of any arbitrary rate fixed by exchanges; that cotton lower than the lowest standard grade or of less than ⅞" or more than 1⅛" length of staple shall not be delivered in fulfillment of the contract, and that five days' notice be given buyers stating the grade of each bale to be delivered.

Mr. Lever, who is chairman of the House Com'ite on Agriculture, stated that his bill was drafted after a conference with Sec'y Houston and had been approved by him.

THE CANADIAN government terminal elevator at Fort William, Ont., according to the Commissioner of Trade and Commerce, worked nearly perfectly during the partial year it had been in operation. During that time it handled 3,343,674 bus. of wheat, 866,739 bus. of oats, 283,246 bus. of barley, and 2,590,187 bus. of flax; total 7,083,846 bus. Receipts were $84,850 and expenditures, $33,259. The elevator cost $1,250,000 and has a capacity of 3,250,000 bus., making the construction cost 42c per bu. capacity. This information was given by the Commissioner to the Canadian parliament at the time he was asking for greater government control of grain elevators and an appropriation for the construction of additional government houses.

St. Louis Divided on Grain Grades Act.

The Grain Club of the Merchants Exchange of St. Louis held a meeting on Friday, March 27th, for the purpose of considering the Grain Grades Act, a Bill as presented to Congress by Congressman Lever. The secretaries of the state associations who were in session on that day, as the Advisory Committee of the Grain Dealers' National Assn, were invited to attend the meeting and participated in the discussion of the Act. Mr. Geo. A. Wells, who is a member of the Legislative Committee of the Grain Dealers' National Assn, presented the Bill and discussed the different provisions in a general way with the members of the Grain Club.

The criticisms offered against the Bill included the question as to the effect the law would have on the finality of the terms of a contract as between buyers and sellers of grain. That is, as to whether or not a shipper having sold grain at a specified grade, same being shipped and inspected under Government supervision and inspected at destination as a lower grade and on investigation it would be found that the original inspection was an error, would the shipper be held to make the grade good or would he be protected by original inspection?

The Bill was also criticized as giving the Secretary of Agriculture too much latitude and that there should be an opportunity for appeal to a board of higher authority on the questions of rules as promulgated by the Secretary of Agriculture under the provisions of the law. Also that the question of appeal on inspections should be specifically provided for, more so than as stated in the Bill. It was also suggested that supervision should be limited to the larger terminal markets.

The grain trade of St. Louis seemed to be divided in opinion as for or against the provisions of the Bill.

The different secretaries of the state associations present favored legislation along the lines of the Bill but expressed the view that changes ought to be made as suggested.

WE HAVE taken the Journal for a good many years and find every page interesting. I have on file in our office Journals back to about 1894 and can find court rulings covering nearly every kind of a case relating to the handling of grain. I kept out of a law suit with a brother dealer a few years ago by referring him to a ruling by the Arbitration Committee of the Grain Dealers National Ass'n and it saved us both enough to pay for taking the Journal a number of years.—Hebron Grain Co., Hebron, Neb.

A Steel Tank Country Elevator.

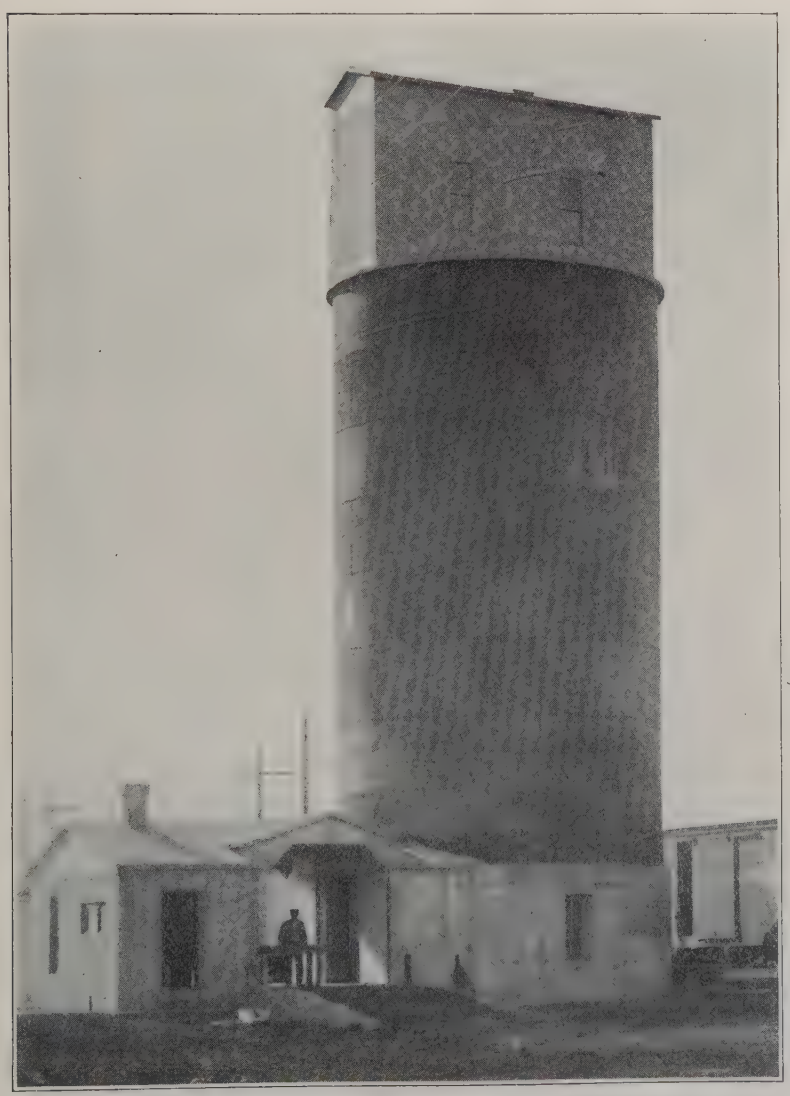
Fireproof construction for country grain elevators has not been introduced to the extent found at the terminal markets, most country shippers contenting themselves with iron covering on a cribbed or stud construction of wood.

That there are possibilities in fireproof construction is shown by the steel tank elevator built at Evans, Ill., five miles north of Lincoln on the Illinois Traction System. This house is operated by the Township Line Grain Co. composed of farmers who own another elevator at Wilmert Siding both houses managed by S. L. Nutty.

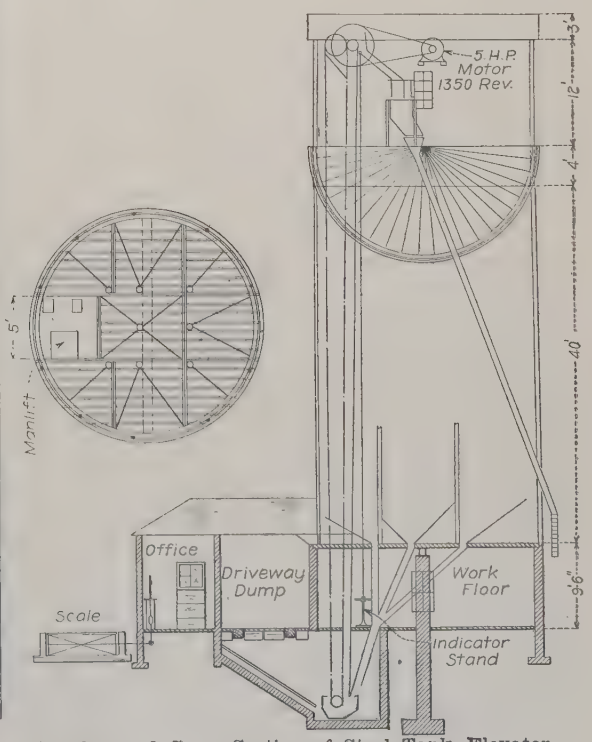
The steel tank is 26 ft. in diameter, 45 ft. high and weighs 40,000 lbs. The two bottom rings are ⅜ inch in thickness, the third 11/32, the fourth 5/16, and the remaining four ¼ inch in thickness. It is divided into four bins, each holding 2,000 bus., and four other bins each holding 3,000 bus. The first story or workink floor under the tank as well as the driveway and office are of concrete reinforced with steel. Under the floor is two feet thick of heavy bowlders tamped down and covered with a cement surface, making the elevator rat and mouse proof.

In the cupola, which is 12 ft. high to the square, is a 7½-h.p. electric motor to drive the machinery, taking current from the line of the traction company. The equipment includes a single stand of elevators at one side of tank, manlift and gravity loading spout. Reproduced in the engravings are a fotograf, bin plan and cross section.

THE AMERICAN MALT Corporation and the American Malting Co. on Mar. 25 applied to the New Jersey Supreme Court for an order compelling the State Public Utilities Commission to approve their proposed merger. The case will be argued in June. The Commission refused to authorize the merger because $6,000,000 of its capitalization was water and because it was contrary to the New Jersey anti-trust laws.



Steel Tank Elevator of Township Line Grain Co. at Evans, Ill.



Bin Plan and Cross Section of Steel Tank Elevator.

Grain Carriers

The Union Pacific Railroad recently ordered 54 locomotives to cost $1,300,000.

The Erie Canal, according to present expectations, will be opened for navigation by May 15.

The National Industrial Traffic League will meet Apr. 23 and 24 at the Hotel Statler, Cleveland, O.

The Season of Navigation on the Great Lakes will open Apr. 20, one week ahead of the date fixed last fall.

The New York barge canal is now half completed, according to the annual report of the state engineer, at a cost to date of $72,000,000.

Professor Winthrop Moore Daniels of New Jersey has been confirmed as a member of the Interstate Commerce Commission by a vote of 36 to 27 in the Senate.

The First Grain Barge on the Illinois River to leave Pekin this spring was the Montauk, belonging to the Turner-Hudnut Co., which cleared Mar. 27 for the Hennepin Canal.

Canada's Canals handled last year 44,901,805 tons of freight, only 6,654,311 tons of which was of Canadian origin. In 1904 the canals handled 8,256,236 tons, less than one-fifth of the present tonnage.

Water Rate on wheat, Duluth to Buffalo, holds nominally 1¾ cents per bushel. Vesselmen or shippers show little interest as yet.

The Largest Grain Boat in the world, according to its owners, the Canada Steamship Lines, was launched Apr. 4 at Port Arthur. The boat will take Lloyd's highest classification and will hold 500,000 bus. of wheat.

Portland, Ore., established a new port record for loading grain recently, when the steamer Portland received 3,000 tons of wheat in 8½ hours. The grain was destined to the Globe Grain & Milling Co., San Francisco, Cal.

The Columbia River improvement work, which will be completed this summer, will enable boats to go up the river as far as Priest Rapids. This will probably result in the building of many warehouses and elevators along the river between The Dalles, Ore., and Bend, Wash.

The total car surplus on Apr. 1 as reported Apr. 9 by the American Ry. Ass'n was 141,525 cars, against 132,010 on Mar. 15 and 68,792 a year ago. Surplus box cars showed an increase in all parts of the country. The total shortage on Apr. 1 was only 2,013 cars, against 10,804 a year ago.

Charles F. Staples, Minneapolis, Minn., a member of the Minnesota state board of grain appeals, and for fourteen years a member of the Minnesota Railroad and Warehouse Commission, was recently appointed a member of the advisory board on railway valuation of the Interstate Commerce Commission.

Reductions of 5 to 30 per cent will be effective Sept. 1 under a decision of the Canadian Railway Commission given Apr. 7 at Ottawa. Maximum rates are set for each of three zones into which all Canada west of the Great Lakes has been divided. Rates in Saskatchewan and Alberta will be reduced to the present Manitoba standard.

The Duluth end of Lake Superior is practically free from ice. There is ice in the harbor, but marine men are confident that this is no serious handicap to movement of boats. Insurance is effective April 15th, and regular running of boats expected about that time. Shipments by boat of grain, as well as flour and feed are looked for within a week or ten days.—M.

Failure to fill a steamship charter resulted in $5,159 damages being awarded to John T. Fahey & Co., and $1,044 damages to Gill & Fisher, of Baltimore, from Furness, Withy & Co., Ltd., steamship agents, by a recent court decision. The two exporting houses contracted with the steamship agents for a vessel to load with grain in December, 1911. The steamer was lost while en route to Baltimore; and the steamship agents failed to provide a substitute.

The Strike Clause in the export B/L proposed by the International Shipping Federation (see p. 483, Mar. 25 Journal) was vigorously attacked at a meeting Mar. 9 of the Corn Trade Ass'n of Leith, Scotland. The clause was called arbitrary and prejudicial to the interests of receivers of cargoes, as it would make them liable for expenses over which they had no control; and the Ass'n voted to oppose the insertion of the clause by every means in its power.

River Barges will operate daily, beginning May 15, between Chicago and New Orleans via the drainage canal and the Illinois and Mississippi Rivers, according to J. H. Ellis, vice-pres., Chicago, St. Louis & Gulf Transportation Co., Chicago. Daily service between Chicago and La Salle, Ill., will be started May 1, and negotiations are pending for the purchase of additional river barges and two passenger river boats to operate between LaSalle and New Orleans, starting May 15.

Double Collection of an icing charge by a carrier was held an act of extortion by the Court of Civil Appeals of Texas in the case of San Antonio & Aransas Pass Ry. Co. v. Bracht (163 S. W. Rep. 376). A. L. Bracht shipped a car of vegetables and paid the carrier $30 as an icing charge. At Waco the carrier demanded and collected an additional $35 to cover icing. The Court awarded Bracht $30 in refund of the overcharge and $250 in addition as a penalty for the attempted extortion.

Pending an Investigation of the Chicago situation the Interstate Commerce Commission on Mar. 31 suspended until July 30 the cancellation of agreements between the trunk line railroads and the six industrial railroads filed immediately after the recent industrial railway decision. Among the 20 roads affected by the suspension order are the following: Chicago & Illinois Western, controlled by Dolese & Shepard; the Chicago Short Line Ry, controlled by the Iroquois Iron Co.; the Chicago, West Pullman & Southern Ry., owned by the International Harvester Co.; the Illinois Northern Ry., owned by the International Harvester Co.; the Manufacturers' Junction Ry., controlled by the Western Electric; the Pullman Ry., owned by the Pullman Co.; the Illinois Terminal Ry., owned by the Illinois Glass Co. at Alton; the New Jersey, Indiana & Illinois Ry., owned by Singer Co. of South Bend; and the Port Huron Southern Ry., owned by a salt concern at Port Huron, Mich. The Commission did not see fit to suspend the tariffs affecting the U. S. Steel Corporation, whose agreement with the trunk lines was ordered revoked.

A Canadian Canal from Georgian Bay in Lake Huron to the St. Lawrence River near Montreal will be studied by a special commission recently appointed by the Canadian government. The canal would be 400 miles long and could be built at an estimated cost of $125,000,000. Its construction would present no serious engineering difficulties, as practically the entire distance would be thru existing streams and lakes. The commission will study solely the economic side of the question to determine whether the advantages to be gained will justify the outlay.

Flaxseed Rates to competitive markets must bear a consistent relationship to each other and to the rates on wheat and other grain. The Interstate Commerce Commission recently decided that, inasmuch as carriers had established rates on Minneapolis to certain markets applying both on wheat and on flaxseed, they could not charge higher rates on flaxseed than on wheat to competing markets. It also ordered carriers to abolish the system of having one rate for flaxseed moving from Minneapolis proper and another rate on flaxseed originating beyond.

The Indiana Public Service Commission will hold a hearing at Indianapolis April 20 concerning the propriety of twelve railroads of the State canceling thro joint rates from points on their lines in Indiana to stations on so-called industrial railroads or switches, and providing that no absorption will be made of the switching charges of the so-called industrial railroads on Indiana intrastate traffic. It has been ordered, pending the hearing, that effective data of the proposed tariffs and supplements to tariffs, in so far as they cancel such thro joint rates and the non-absorption of such switching charges shall be suspended. The tariffs based on a recent decision of the Interstate Commerce Commission were to have become effective recently. This case is of interest to grain men, because of the switching charges that evolves on cars of grain.—C. L.

The efforts being made to stop shipping in mixed carload lots are likely to be stopped, said Guy M. Freer, traffic mgr. of the Cincinnati Chamber of Commerce on his return from Washington and New York, where he was informed the railroads held that if they would eliminate the rule they would deal a blow to the forwarders, who gather the small shipments from various sources and consolidate them into carloads. Mr. Freer also attended a meeting of the Interstate Commerce Commission on the question whether the railroads ought to have more money, and he said that the Interstate Commerce Commission is divided on the subject of the proposed five per cent increase in freight charges. Mr. Freer said that a matter of some interest to the Cincinnati shippers is the stand that Chicago and Duluth shippers have taken before the commission. Chicago and Duluth are in favor of granting the five per cent increase on all rail shipments, but want the present combined rail and water rates, the lake business, to remain unchanged. In other words, they are willing that Cincinnati, using all rail lines, should pay a five per cent increase, but they want to hold on to their lake and rail business without paying any higher rates.—C. L.

A TARIFF FOR SPOTTING CARS, the first of its kind, has recently been filed with the Interstate Commerce Commission by the Chesapeake & Ohio Ry., covering services at Fordwick, Va. It provides that the service shall include "one placement of a loaded car which this company has transported; or, the taking out of a loaded car from a particular location on the Virginia Portland Railway for transportation by this company." The charge for the service is fixed at 5½c a ton, with a minimum of $2 a car, the charge to include the handling of that car in the reverse direction. Identical tariffs have been filed for spotting cars at other points on the C. & O., but these schedules have been suspended by the Interstate Commission until July 30.

THE SIOUX CITY BOARD OF TRADE has re-opened its fight for a system of proportional rates on grain to eastern and southern markets. On Mar. 31 George T. Bell, its traffic manager, appeared before the Interstate Commerce Commission at Washington to present its claims. The Sioux City Board claims that the present rates discriminate against its shippers in favor of those at Omaha and Council Bluffs, and that the lack of a system of proportional rates also handicaps its growth as a grain market. Under the present tariffs, the rate from Sioux City to the consuming market varies greatly, being determined by the origin of the grain. Intrastate grain rates in Nebraska are also being revised. The last legislature passed a bill ordering the State Railroad Commission to prepare a new schedule of grain rates; and the Commission is expected to promulgate this schedule about May 1.

A Traffic Specialist.

It is probably true that the average business man could not take a freight tariff and correctly apply the rates shown in it. But as the published rates are in these days the only means of determining the aggregate transportation charges the shipper is beginning to understand the importance of knowing for himself whether he is paying too much on his particular commodity or not. Or whether the terms and conditions under which his shipments are transported are reasonable or otherwise. Upon the proper adjustment of rates is invariably determined the territory from which grain may be drawn or to which it may be shipped. So an improper rate adjustment or an improper rate may wholly debar a shipper from competing in territory in which he is fairly entitled to compete. So there is a growing interest on the part of the shipping public in the transportation questions.

Only the very largest business concerns or large business associations can afford to keep traffic men to give exclusive attention to their traffic needs. Even if the average business man discovers that there is something wrong with his rates he probably knows little or nothing of how to secure relief. The making and applications of rates, rules and regulations and all the details of transportion is a subject that can be understood only from years of study and experience. There is a realization on the part of shippers of the need of an expert rate advisor, a traffic specialist to whom they can go with their rate problem.

In recognition of this need Mr. W. M. Hopkins, formerly with the Chicago Board of Trade, has entered the field as a Traffic Specialist with offices in the Edison Building. His twenty-five years of railroad service and broad experience and familiarity with proceedings before the State and Interstate Commerce Commissions peculiarly qualifies him for this work. We believe this service will meet a long felt want.

I. C. C. CLOSES EASTERN Rate Hearings.

The taking of evidence in connection with the proposed 5% increase in eastern freight rates was finished Apr. 3. The Interstate Commerce Commission ordered the prompt filing of all briefs and set Apr. 27 as the date for beginning oral arguments.

The testimony given during the closing days of the hearing was in general unfavorable to the carriers. Clifford Thorne, a member of the Iowa Railroad Commission representing eight western states, submitted exhibits showing that the net earnings and dividends paid by the railroads in 1913 were greater than in any other year in their history except 1910. He also called attention to the fact that the carriers in their exhibits used the 1910 figures, the one exceptional year, to prove that they are headed for bankruptcy, whereas comparison with any other year would prove exactly the opposite. President Smith of the New York Central Lines was obliged to admit on the witness stand the correctness of Mr. Thorne's statement with reference to his own system.

Three of the Commissioners themselves questioned the railroad witnesses and severely criticized them for their efforts to scare the general public and create sentiment in favor of the advance. The Commission has announced that it has been overwhelmed by letters, telegrams and memorials, both for and against the raise in rates. It stated that its decision would be based solely on the evidence submitted.

It also announced that it would decide first the question: "Do the present rates of transportation yield adequate revenues?" Should the Commission decide that the roads need more money, it will next determine how the money shall be obtained. This means that the proposed spotting charge and charges for lighterage, trap car service, storage at terminals, and other forms of special service, will not be considered by the commission until later on.

The railroads are now paying out a large proportion of their revenues in various allowances for terminal services. On 54 cars of wheat ex-lake from Buffalo to Philadelphia, the Commission found that the carrier received $3,734.03 in freight charges and paid out $1,743.88, or 46.7%, in terminal allowances, thereby reducing its nominal revenue for this haul of 4.17 mills per ton mile to an actual revenue of 2.22 mills.

It now seems certain that, whatever decision the Commission makes regarding the 5% advance, it will require the carriers to cease giving allowances and numerous forms of free service which are a severe drain on their revenues and create discriminations.

Shippers who are alert to their own interests will write the Commission today.

FUTURE DELIVERY orders are barred from the mails by the provisions of a bill recently introduced by Congressman Wm. H. Murray of Oklahoma as H. R. 13819.

Four Months' Limit on Claims Valid.

After having won its case in the lower courts under state law the Johnson Grain Co., of Johnson, Neb., lost in the Kansas City Court of Appeals, Feb. 16, under the interstate commerce act, making effective the four months' time limit in which to file claims with the carrier for loss or damage.

The evidence proved that there was a loss of a quantity of wheat during the transportation of the carload of wheat from Johnson, Neb., to Kansas City, Mo. The shipment was made under the standard B/L, and Judge Johnson held: Among the stipulations in the B/L is one which provides: "Claims for loss, damage, or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after the delivery of the property, or, in case of failure to make the delivery, then within four months after a reasonable time for delivery has elapsed. Unless claims are so made, the carriers shall not be liable." There is no proof of compliance with this requirement, and this suit was not begun until long after the expiration of the prescribed time. This was an interstate shipment, falling within the operation of the Carmack Amendment of the Hepburn Act.

It is immaterial that the B/L under consideration is in form and substance a general and not a special contract based on the consideration of a reduced rate.

The stipulation for the filing of a written claim of loss within a specified and reasonable time, being in the nature of a reasonable regulation and not of a restriction of the carrier's common-law liability, does not depend upon a special consideration, such as a reduced rate, but is an agreement that may be incorporated in a general form of B/L.—164 *S. W. Rep.*, 182.

Reparation Allowed.

The Interstate Commerce Commission has reecntly approved the following payments in reparation:

To Hooper Grain Co., Chicago, Ill., $32.36 for an unreasonable rate on 1 carload of corn from Roxbury, Ill. to Chicago, Ill., from the Lake Shore & Michigan Southern Ry.

To Pauline Grain & Supply Co., Pauline, Neb., $58.32 for an unreasonable rate on a carload of bulk corn from Pauline, Neb., to Ransom, Kans., from Missouri Pacific Ry.

To Adams Grain & Provision Co., Richmond, Va., $36 for an unreasonable rate on 1 carload of wheat from Georgetown, D. C., to Richmond, Va.

To Ulysses Grain Co., Ulysses, Neb., $42.50 for an unreasonable rate on 1 carload of corn from Ulysses, Neb., to Thermopolis, Wyo., from Chicago, Burlington & Quincy R. R.

To Central Granaries Co., Lincoln, Neb., $122.60 for an unreasonable rate on two carloads of corn from Bellwood and Dorchester, Neb., to Holdredge, Neb., from Chicago, Burlington & Quincy R. R.

INDIA this year has 26,900,000 acres under wheat, according to the second official harvesting forecast, compared with 22,339,000 acres estimated in the first official forecast this year, and 29,542,000 acres, the area harvested last year.

Seeds

King City, Mo.—The Berryman & Maupin Seed Co. has been incorporated with a capital stock of $30,000. The incorporators are W. H. Berryman, A. P. Maupin and Minerva Maupin.

THE NEW YORK SEED LAW was recently amended by the passage of Assembly Bill No. 678, so that the method of testing samples is changed from "by count" to "by weight."—Marshall H. Duryea, Nungessor-Dickenson Seed Co., New York City.

ALFALFA MANAGEMENT in Iowa is completely covered in Bulletin No. 137 of the Iowa Experiment Station. The Station found that on 1,016 farms, only 12.7% of the alfalfa seedings were failures. The bulletin gives complete instructions for the successful growing of this crop.

Columbia, Mo., Apr. 4.—Much old clover was killed by the drouth of last summer. There has been considerable seeding and the acreage is now placed at 97 with a general condition of 78. Timothy acreage is 93 with condition of 90—Jewell Mayes, sec'y, Missouri State Board of Agri.

THE BOTNA VALLEY SEED CO.'S warehouse at Lewis, Ia., was struck by lightning and burned to the ground Mar. 28. The warehouse was outside the fire limits, and nothing could be done to save it. The stock of 2,000 bus. of seed corn was lost; and the insurance of $2,500 on the building and $2,500 on the stock is not sufficient to cover the damage. The company will rebuild.

INOCULATION OF ALFALFA seed with the nitrogen producing bacteria by contact with soil, rather than inoculation of soil or the use of solutions, is favored by the University of Illinois College of Agriculture. Two and one-half gallons of water into which a pound of furniture glue has been dissolved is sprinkled over two bushels of alfalfa seed, which then is mixed with soil containing bacteria, so that a little of the soil will adhere to each seed. This guarantees the results if sunlight is avoided, as the sun kills the bacteria. Solutions have the disadvantage that the bacteria cannot live in water more than two or three days.

ALFALFA SEED is ordinarily sown too thick. One pound of alfalfa seed, per acre, properly sown, is sufficient to produce a good stand. Sowing this quantity, however, is apt to cause the hay to be coarse and full of weeds. Ten pounds per acre, sown by machine, is recommended as the quantity most likely to give the best results; twenty pounds to the acre results in a great waste of seed and overcrowds the field, preventing a maximum yield.

THE DECREASE in the production and yield of alfalfa seed in Colorado has caused the State Experiment Station to institute a special investigation into its cause. It found that continued irrigation for a long series of years had so influenced the subsoil moisture content as to make it unfavorable to seed production. The station found, as reported in its Bulletin 191, that seed selection, row cultivation and irrigation control improved the yield.

London, Eng., Mar. 23.—English red clovers are not offering so freely, fine qualities scarce, prices reasonable. Whites unchanged in English seed. Alsykes firm for "spot" lots of English, Canadian, and Continental seed. Trefoils show fine samples, tempting prices. Province Lucerne firm, stocks light. Timothy unchanged. In grasses: French-Italian, Irish-Italian and perennials all very firm, fine samples, good growths. Cocksfoot very firm in Danish and New Zealand seed, stocks light.—*John Picard & Co.*

APRIL practically closes the clover seed season. May receipts and shipments are always much smaller. May receipts at Toledo last year were 635 bags, against 710 bags two years ago and 340 bags three years ago. The largest receipts in late years were 510 bags four years ago. May shipments were 605 bags last year against 860 bags two years ago, and 1,240 bags three years ago, the largest in late years. June and July movement is so small that it is not officially posted. August means new crop.—*C. A. King & Co.*

APRIL CLOVER SEED is now below $8, the lowest April quotation since 1910. It looks as tho the force of October is the only thing that keeps it from selling down around $7. This is one more illustration of the effect of future trading in equalizing values. It looks as tho April receipts at Toledo will be the best in several years. Shipments should be a good average, on account of the liberal supplies. There will undoubtedly be some falling off in the movement of the seed, especially during the latter part of the month.—*Southworth & Co.*

From the Seed Trade.

PARIS, KY., Apr. 4.—The only seed harvested in this community is blue grass seed. Prospects at the present time are for a bountiful crop. However, the weather conditions during the next sixty days may change the present prospects materially. Large quantities of old seed are carried over.—Chas. S. Brent & Bro.

WEST BRANCH, MICH., Mar. 25.—Last year's alfalfa crop was light and of low grade. Acreage will be reduced at least 50%. Red clover gave about 2 bus. per acre; but the seed was off color. Clover acreage will be increased 30 to 40%. Beans were a fair average crop; but the low prices will reduce this year's acreage 20 to 25%.—Edward E. Evans.

CINCINNATI, O., Apr. 6.—Considerable clover seed is being planted on this side of the river, and there is quite a large acreage of alfalfa planted out in Campbell and Kenton Counties and also Pendleton County, Ky. Altho there is very little seed thrashed in this immediate section, in the counties north of here most of the farmers who have had any crop at all are saving at least enough seed to take care of the plantings for 1915.—Shoemaker Seed Co.

KENTLAND, IND., Apr. 6.—The crop of clover, alsike, timothy, blue grass, etc., in this territory is not large enough to cut any figure in the seed market. There is not enough of such seed grown to supply the home demand. We deal exclusively in pure-bred seed corn and oats, and while we are a new company we are located in a strictly modern seed house, well equipped to handle the seed, and will put out 2,500 to 3,000 bushels of first-class seed corn this season.—Warren T. McCray, Pres. Corn Belt Seed Co.

TOLEDO, O., Apr. 6.—April clover seed at $7.50 is the lowest April quotation since 1910. The influence of October appears to be the only check to a further decline. Stocks of seed are more liberal than in years for this time of the season. Toledo has about 12,000 bags. Shipments are maintaining a very good pace, but supplies can stand it. Arrivals are larger than usual, but both receipts

Chicago Seed Movement.

During the week ended Apr. 4 Chicago received and shipped the following amounts of seeds, stated in pounds, compared with the corresponding week of last year:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Timothy seed..	954,000	784,000	796,000	849,000
Clover	124,000	83,000	244,000	227,000
Other grasses..	278,000	125,000	841,000	703,000
Flax (bus.)....	7,000	10,000	1,000	9,000

Flaxseed Movement in March.

Receipts and shipments of flaxseed at the various markets during March, as compared with March, 1913, were, in bushels, as follows:

	RECEIPTS.		SHIPMENTS.	
	1914.	1913.	1914	1913.
Minneapolis .	592,260	1,056,760	34,070	270,680
Duluth	142,594	1,615,975	54,552	684,281
Milwaukee ..	68,970	51,600	1,210	5,500
Chicago	17,000	98,000	3,000	26,000
Totals	820,824	2,822,335	92,832	986,461

Toledo's March Seed Trade.

Receipts and shipments of seed at Toledo, O., during March, 1914, as compared with the same month in 1913, were in bags as follows:

	RECEIPTS.		SHIPMENTS.	
	1914.	1913.	1914.	1913.
Clover	13,850	5,297	24,719	22,483
Alsike	1,351	1,132	2,019	2,367
Timothy	6,643	3,576	9,942	6,427

Toledo Seed Movement.

During the week ended Apr. 4 Toledo received and shipped the following quantities of seeds, in bags, compared with the corresponding week of 1913:

	RECEIPTS.		
	Clover.	Alsike.	Timothy.
Week ending Apr. 4....	2,960	88	479
Same week 1913.....	663	28	77
This season to date....	71,466	8,359	33,427
Last season to date....	48,696	4,697	49,225
	SHIPMENTS.		
Week ending Apr. 4....	6,687	314	.....
Same week 1913.....	6,220	388	.....
This season to date....	61,403	.....	.....
Last season to date....	52,994	.....	.....

Imports and Exports of Seeds.

Imports and exports of domestic seeds and exports of foreign seeds during January, compared with January, 1913, and during the seven months ended Feb. 1, 1914, compared with the corresponding period ended Feb. 1, 1913, as reported by O. P. Austin of the United States Buro of Statistics, were in pounds as follows:

	IMPORTS.			
	January.		Seven mos. ended Feb. 1.	
	1914.	1913.	1914.	1913.
*Castor beans	61,321	2,294	522,366	506,910
*Flaxseed	702,562	562,893	5,032,250	3,606,723
Red Clover	1,620,572	485,831	3,842,291	4,292,052
Other Clovers	2,072,463	954,219	15,975,416	10,739,958
Other Grasses	3,739,654	4,794,172	15,612,921	17,150,177
	EXPORTS.			
Clover	905,564	962,694	2,874,434	3,373,164
Timothy	1,485,351	2,424,689	7,227,098	12,183,384
Other Grasses	629,527	684,558	3,506,198	6,725,268
*Flaxseed	.....	23	282,221	16,005
	EXPORTS OF FOREIGN SEEDS.			
Clover	.....	1,206	.....	1,206
Other Grasses	34,091	.....	46,085	105,200

*Bushels.

and shipments are due for a falling off later in the month. It is hard to see how April values can do much better unless the demand improves greatly in view of the liberal amount of seed in all positions.—Southworth & Co.

MOORHEAD, MINN., Apr. 7.—The Red River Valley is not a heavy producer of clover, alsyke, alfalfa and blue grass. We have a good surplus of timothy every year, and ship out about twenty-five cars a year from here. There are several cars back, but prices are not encouraging and farmers are holding. This territory is noted for its production of seed potatoes, the movement of which is just finished to the south, and is still moving to Ohio River, Nebraska, northern Iowa and Illinois points. Our Red River Early Ohio seed potatoes are of excellent quality this year and stocks are very nearly cleaned up.—N. J. Olsen Co.

KANSAS CITY, Mo., Apr. 4.—While the demand for clover and timothy seed has been very good, there will be quite a lot of seed carried over in our section. The new crop of clover seed was very much larger than anticipated, and the farmers steadfastly refused to sell their seed early, expecting they would receive from $10 to $12 per bushel for it later. As a consequence, most of the dealers in the West went to the North and the East for their supply, and there will be quite a lot of clover seed left in the hands of the farmers. The new crop of timothy was very small in our section, but the carry-over was large, and while we had a very heavy demand, there will still be considerable seed left. Alfalfa was the largest crop we have ever had in Kansas, Nebraska and Oklahoma, and the whole country drew from this market, and with the heavy shipments during the fall, we anticipated a rather light demand this spring. On the contrarv, we had the largest demand for alfalfa seed we have ever had, both locally and from other states. Very little of the high grade seed will be left in our section. There will still be more or less indifferent quality left. For bluegrass we have had the largest demand we have ever had, both locally and from other states. There will be very little of the old seed carried over. There is a general shortage in late-grown seeds, such as millet, sorghum and kafir corn, of a quality that is suitable for seed purposes. Little of the 1913 crop of these is fit for seed, and most of the seed supply must necessarily come from that carried from the 1912 crop, which is excellent quality, and of good germination. Prices for these will likely reach a higher level than for some years.—Missouri Seed Co.

Exports of Feedingstuffs.

Exports of feedingstuffs during January, 1914, compared with January, 1913, and during the seven months ended Feb. 1, compared with the corresponding period ended Feb. 1, 1913, according to report of the United States Buro of Statistics, were in tons as follows:

	January.		Seven mos. ended Feb. 1.	
	1914.	1913.	1914.	1913.
Bran and middlings.	160	799	1,612	3,834
Dr. grns. & Mlt. sprts.	3,207	3,552	40,035	38,909
Mill feeds	4,048	13,243	44,368	65,408
OIL CAKE AND OIL CAKE MEAL.				
Corn	2,134	2,410	18,249	19,667
Cottonseed	68,546	81,548	278,342	352,852
Linseed	28,355	50,326	248,578	234,742
All other	184	340	576	2,977

Feedstuffs

THE JOSEY-MILLER CO. of Beaumont, Tex., will build a large plant at New Orleans, La.

March sales of feedstuffs stamps by the Tennessee Dept. of Agriculture totaled $8,000, against $6,900 a year ago.

LIGGETT & PATTERSON is the new name of the Hermitage Milling Co., wholesale feed dealers at Nashville, Tenn.

LOS ANGELES, CALIF., is said to offer one of the best locations for an alfalfa meal mill anywhere in the West.

THE ILLINOIS FEED MILLS of East St. Louis, Ill., have filed certificate of dissolution with the Secretary of State.

THE NIAGARA GRAIN & FEED CO., LTD., Toronto, Ont., will build a feed mill at Port Colborne, Ont. The site has already been purchased.

THE BUFFALO CEREAL CO., Buffalo, N. Y., has registered the word "Iroquois" as a trade name for its stock and poultry feeds.

THE BIOLA ALFALFA ASS'N of Fresno, Cal., has organized a company to build an alfalfa mill. B. N. Barstow is active in the new enterprise.

THE PURITY MILLING CO., Manhattan, Kan., was recently fined $25 and costs for misbranding feeds in violation of the pure food and drugs act.

K. & E. NEUMOND, New Orleans, La., have registered as a trademark for their brewers' grain the picture of a calf enclosed in a heavy black circle.

VINCENNES, IND.—The Vincennes Feed Co. has been incorporated with $15,000 capital stock. The incorporators are Charles E. Seed, W. A. Stein and W. T. Heinekamp.

C. Y. SEMPLE, Oklahoma City, Okla., has purchased an alfalfa meal mill and will hereafter manufacture molasses alfalfa mixed feed in addition to his other stock foods.

THE WISCONSIN feeding stuffs license cannot be assigned by the company or individual owning it upon retiring from business, according to State's Attorney General Owen.

THE HOWARD H. HANKS CO., Chicago, Ill., has registered the words "Golden Egg Scratch Feed" on an egg-shaped device with a picture of a hen in the middle as a trademark for its poultry feeds.

THE BUCKEYE COTTON OIL CO., Birmingham, Ala., was recently fined $50 and costs for violation of the pure food and drugs act because a shipment of its cottonseed meal was found to contain less protein than the minimum shown on the label.

THE FIRST CARGO of Argentine feed consigned to a Gulf port arrived at Galveston the last week of March from Buenos Aires. It consisted of 22,400 bags of wheat shorts and sold at a considerable discount under the price of domestic shorts.

A LARGE QUANTITY of bran shipped by the Cincinnati Grain Co., Cincinnati, O., to Covington, Ky., was seized Mar. 25 on complaint of U. S. Pure Food Inspector Earnshaw and District Attorney Edward P. Morrow that it violated the pure food and drugs act.

THE LABELING of wheat shorts and other matters pertaining to the state feedingstuffs laws were discussed at a meeting of the state feed control officials of several southwestern states with feed manufacturers and millers Apr. 3 at Oklahoma City, Okla.

THE CONSOLIDATED MILLING CO., Buffalo, N. Y., will soon let contracts for its new feed mill to be built on the site of the Husted Mill, destroyed by a dust explosion last June. The plant will be of reinforced concrete and includes a mill receiving house, to be finished by July 1, and track sheds, dry houses and other structures, to be finished on or before Sept. 1.

THE NORTHWESTERN ELEVATOR & MILL CO., Mt. Vernon, O., will be prosecuted by the federal government for violation of the pure foods and drugs law. On Feb. 14 government inspectors confiscated at Parkersburg, W. Va., 57 bags of bran because the bags were not marked to indicate that the bran contained screenings. The consumer pays the cost of such foolishness.

THE EARLY & DANIEL CO., Cincinnati, O., a few years ago began the manufacture of a special molasses-mixture feed, the demand for which has grown so rapidly that it required larger quarters. The elevator at Sixth and Harriet streets will be devoted to the manufacture of the molasses-mixture feed, while the elevator recently purchased of the Union Grain & Hay Co. will be used for its regular elevator grain business.—S. T.

THE NEW YORK LAW requiring commission men to take out a state license does not apply to feed dealers. The State Department of Agriculture recently issued the following: "It is the opinion of this office that flour, bran, middlings, red dog, alfalfa meal, cottonseed meal, distillers grain, brewers grains and concentrated commercial feedingstuffs are manufactures of grain and not farm produce, as defined by Article 12-A of the Agricultural Law, and the receiving and selling of these products on commission does not require a license."

Germany a Good Feed Market.

Germany is compelled to import a steadily increasing quantity of stock foods. Its present annual consumption is 23,300,000 tons, of which only 16,700,000 tons or 70% is of domestic production. The proportion of domestic feeds used has steadily decreased in the past 25 years.

The United States has shipped principally oil cake and bran. Considerable oats for feeds has also been exported from this country. The importation of American barley has shown a remarkable increase, amounting to 187,960 tons in 1913 compared with 9,628 tons in 1912.

Germany's rapid development as an industrial country has increased the demand for cattle, and therefore for cattle feeds, and has decreased the supply of domestic feeds. It should offer an increasingly attractive market to feed exporters.

SUN SPOTS as a guide in forecasting the weather are being carefully studied by W. F. Carothers of Houston, Tex. As shown in his Bulletin No. 2 the 27 days taken by the sun to rotate gives an opportunity to forecast local weather 18 to 25 days in advance.

Grain Trade News

ARKANSAS.

Ft. Smith, Ark.—Thieves entered the office of the Western Grain Co. during the noon hour, Mar. 28, and with a crowbar pried open the cash drawer in the safe which was open, taking $91.70 in gold and silver. Checks for $960 were untouched. There is no clew to the burglars.

CANADA.

Calder, Sask.—The Calder Mlg. & Elvtr. Co. has been incorporated.

Harris, Sask.—The Goose Lake Grain & Lbr. Co. recently suffered a fire loss.

Goodwater, Sask.—R. E. Soot has engaged in the grain business at this point.

Cando, Sask.—The Grain Growers Grain Ass'n will build an elvtr. here during the summer.

Saskatoon, Sask.—The Interior Grain Co. Ltd. will build a number of elvtrs. in this vicinity.

Galt, Ont.—The Canadian Cereal & Mlg. Co. will move its headquarters from Toronto to this city.

Calgary, Alta.—The Western Canada Mlg. Co. is spending $100,000 in improvements in its plant.

Buford, Ont.—W. C. Poole is now mgr. for the recently organized Buford Coal, Grain & Chopping Mills Co.

Winnipeg, Man.—J. B. Mussellman has succeeded F. W. Green as sec'y of the Grain Growers Grain Co.

Medicine Hat, Alta.—The Maple Leaf Mlg Co. and the Ontario & Manitoba Mlg. Co. will build large elvtrs. and mills at this point.

Port Colborne, Ont.—The addition to the government elvtr. will be completed in time for operation when navigation opens, according to the latest reports.

Saskatoon, Sask.—Chas. F. Adams, formerly ass't mgr. of the Farmers Elvtr. Co., is now mgr. for the Goose Lake Grain & Lbr. Co. at this point.

Medicine Hat, Alta.—The Ogilvie Flour Mills Co. will build 15 country elvtrs. in this province, but will not for the present build houses in Saskatchewan or Manitoba.

Edmonton, Alta.—The Farmers Co-operative Co. will build 38 elvtrs. in this province during 1914 according to present plans. The new houses will cost $500,000.

Tillsonburg, Ont.—Fire was recently discovered in the cupola of the elvtr. of the Canadian Cereal & Flour Mills Co., but was extinguished before much damage resulted.

Toronto, Ont.—C. A. McGaull will be mgr. of the Western Canada Mills Co. in Alberta and J. E. McFarlane will handle the eastern business of the company, with headquarters here.

Winnipeg, Man.—The headquarters of the recently organized Home Grain Co. will be in this city. The new company has a capital stock of $250,000 and will buy and sell grain, own and operate elvtrs., etc.

Winnipeg, Man.—The Ogilvie Flour Mlg. Co. has closed its plant in this city for 6 weeks so that repairs can be made and the entire plant can be thoroly overhauled. It will be reopened about the 15th of April.

Winnipeg, Man.—Work on the installation of a complete laboratory for testing grain at this market, is progressing rapidly. B. R. Jacobs of the Buro of Chemistry at Washington, D. C., will assist Dr. E. Birchard, also of the buro at Washington, who has been chosen as chief of the new dept.

Montreal, Que.—W. G. Ross, pres. of the Montreal Harbor board, in a recent statement said that the Harbor Commissioners of Montreal would oppose the proposed extension of the jurisdiction of the Grain Com's'n over the Montreal elvtrs., except for the purpose of inspecting the grain. He declared that he and his colleagues would not submit to any interference in the administration or operation of the Harbor.

Fort William, Ont.—The new plant of the Fort William Starch Co. is now in operation. All of the construction work on the $1,000,000 plant was done by the Canadian Stewart Co. Many new ideas to save the cost of production have been carried out in the machinery equipment, most of which came from the United States and the rest from Europe. About 3,000 bus. of corn are ground daily and transformed into glucose, starch, sirup, feed and by-products. Shipments of corn are now arriving from Minneapolis, but an elvtr. and marine leg for unloading vessels will be built and corn will then be brot from the U. S. lake ports.

Winnipeg, Man.—Adolph Ripkie, employed in the elvtr. of the Anchor Elvtr. Co., was instantly killed at 6 p. m., Apr. 6, while operating an electric car puller. Mr. Ripkie started to pull the last string of cars into the shed before quitting and attached a 2 in. rope to the cars, starting the dynamo while still holding the rope. He was alone at the time and is supposed to have caught his clothing in the rope, becoming entangled between it and the drum. He was drawn against the drum and as the rope wound tighter around him at each revolution, he was crushed and mangled beyond all recognition. When the accident was discovered half an hour later, he was dead, being terribly mutilated, his body being almost dismembered.

COLORADO.

Akron, Colo.—The Equity Union will build an elvtr.

Loveland, Colo.—The report that the Kelin Farmers Elvtr. Co. was in financial difficulties, is being vigorously denied by that company.

IDAHO.

Pocatello, Ida.—We are arranging to build elvtrs. at Downey, Bancroft and Michaud. We have bot 15 cars of grain bags for the season's crop. We have just completed a 40x130 ft. warehouse for handling grain, machinery and farm supplies.—O. E. Scott, sec'y-mgr. Farmers Society of Equity.

ILLINOIS.

Cairo, Ill.—The Cairo Mlg. Co. is building an adidtion to its plant.

Cheneyville, Ill.—C. C. Harlan & Co. will install a moisture tester in their elvtr.

Dewey, Ill.—The farmers of this vicinity have dropped the elvtr. proposition for a time.

White Hall, Ill.—A. J. Barnett is reported to have bot the elvtr. of Frech & Johnson for $18,000.

Rutland, Ill.—The Farmers Grain & Supply Co. has increased its capital stock from $10,000 to $20,000.

McClure, Ill.—We will overhaul our elvtr. before new wheat moves.—A. T. Sams. Carbondale Mill & Elvtr. Co.

Martinsville, Ill.—The elvtr. of Duncan Bros., which is the only elvtr. here, is not in operation.—Roger & Cooper.

Priscilla sta. (R. D. Lostant), Ill.—We will install a new leg and generally overhaul our elvtr.—R. C. Phillips & Co.

Grant Park, Ill.—Officers of the recently organized Farmers Elvtr. Co. are: Sam'l Esson, pres.; Chas. Rayhorn, sec'y-treas.

Stillman Valley, Ill.—Rosentheil & Co. of Freeport, have bot the elvtr. of W. C. Ollman and possession will be given May 1.

Herbert, Ill.—Alfred Fowler has a small temporary elvtr. here at present, but will soon commence to build a regular house.—W. H. R.

Elwood, Ill.—Wm. Schumacher has failed and the farmers are trying to organize a company to take over the old elvtr.—J. C. Beattie.

Elkhart, Ill.—T. J. Henneberry has succeeded me as mgr. for Beggs, Lynd & Henneberry.—J. E. Gardner, now mgr. for M. F. Murphy & Co., Loami.

Belsley (no p. o.), Ill.—The elvtr. of the McDonald Grain Co. has been completed. This station is on the Ill. Trac. Sys., between Morton and Mackinaw.

Seneca, Ill.—The new farmers elvtr. company which is being organized at this point will buy the elvtr. of Farmers Elvtr. Co. of Ottawa at this station.

Naples, Ill.—We are now operating the elvtr. formerly operated by the National Elvtr. Co. whose lease expired Jan. 1.—E. R. Simpson, Smith-Hippen Co.

Farmer City, Ill.—H. C. Gring, mgr. of the Weedman Grain & Coal Co., Weedman, will also manage the Farmers Elvtr. Co. of this city, according to report.

Elwood, Ill.—Farmers Grain & Supply Co. incorporated; capital stock $10,000; incorporators John Coldwater, Frank Lichtenwalter, Elias Brown and Marion Palmer.

Heaton sta. (Hoopeston p. o.), Ill.—We are figuring on building some new corn cribs and are thinking of buying a moisture tester.—E. R. McConnell, mgr. Farmers Grain Co.

Loami, Ill.—The elvtr. to which I have been transferred is operated under the name of M. F. Murphy & Co.—J. E. Gardner, formerly agt. for Beggs, Lynd & Henneberry at Elkhart.

Alton, Ill.—Trouble in finding a rock bottom for the foundation of the new concrete elvtr. of the Stanard-Tilton Mlg. Co. is reported and it is said that deep laid concrete piling will be used.

Red Oak, Ill.—We operate the only elvtr. at this station. The house has been moved and painted. We expect to remodel our coal sheds during the summer.—C. A. Phillips, agt. B. P. Hill Grain Co.

Virginia, Ill.—The following officers were elected at the recent annual meeting of the Little Indian Farmers Elvtr. Co.: J. H. Petefish, pres.; W. C. Hoffstetter, vice-pres.; John J. Bergen, sec'y-treas.

Farmington, Ill.—Joe. Mendenhall will manage the elvtr. of Buckley, Pursley & Co. at this station, thru the summer. Mgr. Ed. Davis will take an extended vacation, spending the most of it on his farm near Bancroft, Wis.

Frankfort, Ill.—The organization of the Frankfort-Spencer Grain Co. was completed Mar. 25 and the following officers elected: Jacob Bauch, pres.; N. J. Geuther, vice-pres.; Henry Stellwagen, sec'y, and John A. Minger, treas.

Leland, Ill.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: F. W. Hill, pres.; Chas. Sawyer, vice-pres.; C. P. Thompson, sec'y, and C. K. Halverson, treas. The company will install two automatic scales in its elvtr.

Fletcher sta. (R. F. D. Cooksville), Ill.—We were fully insured on the grain in our elvtr. burned Mar. 13, but suffered a loss of $1,500 on the elvtr. We expect to rebuild during the summer, putting up a house of the same capacity (25,000 bus.) and size. We will install an automatic scale, manlift and all up-to-date equipment. The new house will be of cribbed construction, steel clad with asbestos roof.—Hawthorne Grain Co., Bloomington.

Edwardsville, Ill.—Thos. F. Blake, formerly mgr. for the Maney Mlg. Co. of Omaha, Neb., will operate the plant of the Edwardsville Mlg. Co. which he recently bot, as the Blake Mlg. Co. He will make a number of improvements and expects to have it in operation June 1.

Peoria, Ill.—A car of oats consigned to Buckley, Pursley & Co. and a car of corn belonging to the S. C. Bartlett Co. recently rolled down an embankment into the river in a wreck in the switching yards. The cars jumped the track. The grain was saved by the railroad company and will practically all be used.

East St. Louis, Ill.—E. Wallace Bailey, formerly with the Peavey Grain Co. at Chicago has been appointed chief grain inspector at this point. Mr. Bailey passed the civil service examinations for grain inspector about a year ago. His associates in the state grain inspection dept. tendered him a farewell banquet at the Hotel La Salle, Mar. 26.

Gilman, Ill.—The 100,000-bu. elvtr. of Fred W. Stine & Co., containing 30,000 bus. of oats, burned early in the morning of Mar. 26. The oats palace and the office of the company were saved. Mgr. Fred W. Stine was in a hospital at Grand Rapids at the time. The house will be rebuilt at once, work on cleaning up the ruins having been started.

Springfield, Ill.—The United States government is taking an active interest in the observance of "Good Roads Day," Apr. 15, by enlisting the interest, support and assitance of the postmasters and carriers thruout the state. Good roads will greatly help in the marketing of grain and the movement deserves the attention of all grain dealers and farmers as they will profit thereby.

Warsaw, Ill.—The report in these columns, Mar. 25, that F. E. Sharp & Son had sold their elvtr. at this station was incorrect. I expect to be on hand when there is anything to do in the grain business and the elvtr. belongs to me, and not to F. E. Sharp & Son. I have leased the elvtr. of J. R. Craig at McCall and it will be operated as F. E. Sharp & Son.—F. E. Sharp, Blandinsville.

Sheldon, Ill.—On Sept. 1, 1913, the board of review summoned John D. Watkins, one of the directors of the Cleveland Grain Co., who, being duly sworn, testified that the company had in its elvtr. at Sheldon, on April 1, 1913, 261,905 bus. of corn, 195,294 bus. of oats, and 44,486 bus. of wheat. After due consideration, and taking legal advice, the board of review concluded recently that the Cleveland Grain Co. was assessable, and that the valuation of personal property should be raised from $111.00 to $153,000.00, making taxes due the county in the amount of $3,010.77.

Cairo, Ill.—The following officers have been elected for the year 1914: H. S. Antrim, pres., fifth term; Oris B. Hastings, vice-pres.; W. S. Powell, sec'y, and H. E. Halliday, treas. Directors, J. B. Magee, A. E. Rust, E. G. Pink, W. H. Sutherland, John Thistlewood, P. T. Langan and Walter H. Wood. The com'itees have all been appointed, and are actively at work preparing to out-do anything in the line of entertainment that the Illinois Grain Dealers have ever had at a Convention. The visitors can come to Cairo and expect a big time, and we won't disappoint them.—W. S. Powell, sec'y Board of Trade.

Joliet, Ill.—Arguments for and against the allowance in full of grain claims against the bankrupt Truby Grain Co. estate amounting in the aggregate to over $40,000 were started Mar. 23 before Referee in Bankruptcy Morrill Sprague. The plaintiffs contend that their claims should be allowed in full because the elvtr. company was doing business as a public warehouse and the grain had been placed with it by the claimants only in storage. On the other hand the estate is claiming that the bankrupt concern was but a private elvtr. corporation and that the grain which it had on hand at the time the bankruptcy proceedings were instituted had virtually been sold to them, with the price of sale, however, not fixed. The arguments will be resumed at an early date.

Springfield, Ill.—Michael F. Kunkel, employed by the Elvtr. Mlg. Co., was killed in a peculiar manner, Mar. 24. He was loading a car with bags of feed which were being sent down a chute from the company's elvtr. Four of the bags were prematurely released and struck him on the head. In falling he struck the tracks and his brains were dashed out. He was 34 years old and leaves a family of 4.

CHICAGO NOTES.

Pres. C. H. Canby of the Board of Trade is reported as seriously ill.

The E. C. Butz Grain Co. will move into new offices in the Webster Bldg.

Walter Fitch, who was recently compelled to go south for his health, is reported much better.

Twenty-nine out of the 31 men who passed the examination for grain sampler, held in this city Mar. 26, registered from Chicago.

Alexander Elmore, at one time a member of the Board of Trade and engaged in the grain brokerage business, died Apr. 1, at the age of 74.

Barnard A. Eckhart, who has been seriously ill as a result of a surgical operation, is now on the highway to recovery and hopes to be back in the harness again in the near future.

Recent word from the Shepperds Hotel, Cairo, Egypt, is to the effect that Mr. and Mrs. Chas. M. Armstrong, Mr. and Mrs. Chas. L. Dougherty and Mr. and Mrs. James B. Carter, all of the Board of Trade, are well and having a glorious time.

CHICAGO CALLERS: W. E. Rich, Goodland, Ill.; A. T. Hepworth, mgr. Simpson & Hepworth Co., Winnipeg; W. E. Mereness, Jr., with J. E. Gee Grain Co., Minneapolis, Minn.; Chas. D. Jones, Pres. G. D. N. A., Nashville, Tenn.; J. W. Reardon, Fisher, Ill.

The suit brot by the Farmers Elvtr. Co. of Strawn, Ill., against McKenna & Rodgers, for the alleged losses on hedging sales of grain made by one of the mgrs. of the company, was decided in favor of the defendants. The farmers company has taken an appeal.

The largest car of wheat ever received at Chicago, according to the records of Weighmaster H. A. Foss, is H. & T. C. 37079, a 100,000-lb. capacity car, which was weighed Mar. 7 at the B. A. Eckhardt Milling Co. plant and found to contain 137,450 lbs., or 2,290 bus. 50 lbs.

J. K. Hooper and wife returned from California Mar. 27. They left Chicago Feb. 20 and arrived at Pasadena just before the floods stopped all traffic for five days. Mr. Hooper reports that he never saw the oranges and flowers in California as bountiful as they are this year. En route he noticed that the fields east of Galesburg, Ill., were in splendid condition, but west of Galesburg they seemed to be suffering from insufficient moisture.

John H. Reynolds, Frank J. Taylor, A. Webbe, Chas. A. Magnuson, Harry C. Moore, Wm. D. Leary, Geo. A. Hill, Frank M. Anderson and Fred A. Abbey have applied for membership in the Board of Trade. Chas. B. Riordon and J. M. Tenbosch have been admitted to membership and the certificates of Philip S. Arthur, Siegfried Mayer, Eli B. Springs, C. W. Chapin, Anton A. Wolff, W. S. Anderson and the estate of James Bradley have been posted for transfer. Memberships were quoted at $2,000 net to buyer during the last 2 weeks.

The new 700,000-bu. concrete elvtr. to be erected by Norris & Co., adjacent to the present 600,000-bu. elvtr. of the company, will be operated in connection with the old house which is known as the Merritt Elvtr. The new addition will consist of 20 tanks, 102 ft. high, with a conveyor gallery above and tunnel below for 36 in. belts. The foundation will require about 2,000 piles; and 6,500 bbls. of cement will be used in the concrete work, being furnished by the Sandusky Portland Cement Co. About 800,000 lbs. of steel bars will be used in the construction of the elvtr. The Burrell Engineering & Constr. Co. will do the work.

The clearing yards ordinance recently passed by the city council has been approved by the Public Utilities Com's'n and work will be started on the new yards at once. With the yards completed it is believed that the time on thru freight shipments via Chicago will be materially shortened.

The Ass'n of Non-Resident Members of the Board of Trade of the City of Chicago was organized this week at conferences held Apr. 5 to 7 at the Hotel LaSalle. The purpose is the promotion of the interests of the Chicago Board of Trade in general and of the non-resident members in particular thru unity of action and exchange of counsel. Geo. W. Cole of Bushnell, Ill., was chairman of the temporary organization and F. L. Evans of Decatur, sec'y. To complete the organization a com'ite was appointed consisting of Mr. Cole, chairman, R. W. Searle, of Buffalo, N. Y.; C. O. Patton of Oskaloosa, Ia.; Dean Moberly of Streator, Ill., and Mr. Long of Quincy, Ill.

A proposed charge of $3.50 per car for switching service on eight Chicago industrial roads, to take effect Apr. 1, was suspended Mar. 25 by the State Public Utilities Commission pending investigation. The trunk lines proposed to extend this charge later to cover extensive switching on private sidings connected to their own rails. The carriers filed tariffs creating this charge in line with the recent suggestion of the Interstate Commerce Commission; and the action of the state commission brings up the question which body has jurisdiction over this charge. The Central Freight Ass'n roads are taking steps to establish the charge at all points. The Michigan Railroad Commission has also given notice that it would not approve a spotting charge until after a thoro investigation.

INDIANA.

Springport, Ind.—I. B. Cory has succeeded Loyd Grim.

Sheldon, Ind.—The Farmers Equity Co. may build an elvtr.

Ramsey, Ind.—John White is out of business at this station.

Attica, Ind.—We may install an automatic scale.—Nixon & Van Deventer.

Talbott, Ind.—The Kelly & Betts Grain Co. will install a moisture tester in its elvtr.

Lynn, Ind.—We have bot a Bowsher No. 8 Feed Mill and have installed it in our elvtr.—Berry Bros.

Richmond, Ind.—We are contemplating the erection of a new elvtr. this summer. —Omer G. Whelan.

Hedrick, Ind.—We expect to overhaul our elvtr. and will also put in a new grain cleaner.—J. O. Crane.

Ambia, Ind.—Summers Bros. and The Ambia Grain Co. will install moisture testers in their elvtrs.

Osgood, Ind.—Lane McCoy has bot the elvtr. of the Osgood Grain & Elvtr. Co. owned by J. Schroder.

Ligonier, Ind.—W. A. Cochran is pres. and O. V. Barger, sec'y of the recently organized Farmers Elvtr. Co.

Boswell, Ind.—I expect to buy a moisture tester in order to buy corn by government grades.—J. F. Doan.

Judyville, Ind.—We expect to raise our wagon scales and will put in new and lower driveways.—F. S. Davis, mgr. Davis Grain Co.

Marshfield, Ind.—We have painted our elvtrs. at this place and also at Johnsonville.—P. J. Wolfram, mgr. Wolfram Grain Co.

Montpelier, Ind.—The plant of the Montpelier Mill & Grain Co. will not be rebuilt by F. E. Haller, prop. The plant burned Feb. 27.

Tab, Ind.—We are putting in an Invincible Grain Cleaner and expect to install an automatic scale.—John Byrne, agt. F. R. Pence.

Fortville, Ind.—W. D. Springer has bot the interest of his partner, Burl Finch, in the Fortville Mlg. Co. and has full control of the company.

Milford Junct., Ind.—The elvtr. of Jas. Neff, Sr., containing a considerable amount of grain, burned to the ground, Mar. 31. The loss is heavy.

Sloan sta. (Hedrick p. o.), Ind.—We expect to put in an automatic scale and overhaul all of our machinery.—W. W. Crane, mgr. Sloan Grain Co.

Dunfee, Ind.—S. Bash & Co. of Ft. Wayne will build a small elvtr. on the N. Y. C. & St. L. according to report.—Kaough & McFadden, Arcola.

Pence, Ind.—We are putting new desks in our office and are decorating its interior. We also expect to install an automatic scale in our elvtr.—F. R. Pence.

Francesville, Ind.—We have not started work on our elvtr. yet as we are waiting till the weather is fully settled.—Melville Maxwell, mgr. Farmers Elvtr. Co.

Newcastle, Ind.—The Newcastle Elvtr. Co. has installed an electric motor and feed mill and will put in new spouting and increase its storage bins in the spring.

West Lebanon, Ind.—I will paint my elvtr. as soon as weather and other conditions permit. Have put in concrete basement and new boot and conveyor.—Chas. Graf.

Rolling Prairie, Ind.—I have sold my interest in the elvtr. to A. Bailey and he is operating it. E. R. Adams has leased the feed mill and does all the grinding.—J. A. Waubaugh.

Rileysburg, Ind.—Marble & Gaskin have succeeded Marble & Current, Earl Gaskin having bot the interest owned by M. A. Current and F. S. Davis. Possession was given April 1.

Warsaw, Ind.—Arthur Smith, 21 years old, employed at the elvtr. of the Bourbon Grain Co., was instantly killed when his clothing caught in the shafting. Every bone in his body was broken.—C. L.

Goodland, Ind.—Fred Burger of Remington has bot stock in the Goodland Grain Co. and will move here and take charge of the office, succeeding Fred Noel, who has resigned and will move to Montana.

Winthrop, Ind.—We expect to put a new roof on our elvtr. and will also put in a new driveway. We are also considering the installation of an automatic scale.—R. C. Bertchin, mgr. Winthrop Grain Co.

Fairmount, Ind.—C. C. Brown, who recently bot our elvtr., will operate in his own name but will not handle grain extensively, mostly coal and ice. Our company will be dissolved.—Fairmount Grain Co.

Arcola, Ind.—We have sold our elvtr. to the Farmers Equity Exchange and give possession May 1. We will probably enter the grain business again when we find a satisfactory place.—Kaough & McFadden.

Lawrenceburg, Ind.—Millers and grain dealers of southeastern Indiana and officers of the Indiana Millers' Ass'n were guests of the Lawrenceburg Roller Mills at a banquet and meeting held in the Reagan Hotel Apr. 7th.—C. L.

Glenwood, Ind.—Tho I am interested in 2 elvtrs., I do not personally conduct a grain business. I expect, however, to build a small elvtr. at once, or as soon as I can secure a satisfactory lease from the R. R. Co.—P. S. Daubenspeck.

State Line, Ind.—M. A. Current & Co. are the only grain dealers here and own and operate the only elvtr. in town. It has been erroneously reported that Kent & Davis operate an elvtr. at this place. Receivers and brokers are wasting mail matter and postage by sending daily card bids and circulars.

Goshen, Ind.—Campbell & Co. of Kendallville are doing some business here in connection with C. J. Castetter. They have no regular elevator, but occupy an abandoned depot belonging to the Lake Shore R. R. They compete in buying corn and oats, but the Goshen Milling Co. handles all the wheat. They are in no position to elevate, but they take care of what they buy on the ground floor.—Goshen Mlg. Co.

INDIANAPOLIS LETTER.

The Tipton (Ind.) office of the Urmston Grain Co. has been moved to this city.

The F. E. Janes Grain Co. has closed its branch office in the city and will only have offices in the Board of Trade Bldg.

The Governing Com'ite of the Board of Trade at its meeting Apr. 6 took favorable action on the proposed Marion County corn contest for boys, to be held in Indianapolis next fall. Corn grown by boys of Marion County will be placed on exhibition and prizes awarded.—C. L.

The Indiana Grain Dealers' Ass'n has published and is sending to its members the rules pertaining to the Federal Corn Grades recently promulgated by the Department of Agriculture, effective July 1, 1914. The classifications and rules are printed upon a card in such form that they can be hung up.—C. L.

The Capital Grain Co. of this city was awarded judgment for $50 against the Early & Daniels Co. of Cincinnati, for the alleged damage to a part of a shipment of oats from the defendants. The grain company claimed that the oats were scorched and asked for a reduction of 5c per bu. on the shipment, or a total of $87.78.

The following have recently been admitted to membership in the Board of Trade: H. J. Berry, Nat'l Elevator Co.; Sherman B. Harting, Urmston Grain Co.; Le Roy Urmston, Urmston Grain Co.; Earl H. Reynolds, New Process Grain Co.—Wm. H. Howard, sec'y.

Plans are being made for the formation of the Indiana Chamber of Commerce in October to consist of the Chambers of Commerce in the various cities of the state. Chambers of Commerce are being organized everywhere in Indiana, the most recent organizations having been formed at Kokomo, Anderson, Noblesville, Rushville and LaPorte.—C. L.

Representative Ralph W. Moss, the farmer Congressman from Indiana, has been named as Chairman of a com'ite appointed from the House Com'ite on Agriculture to frame legislation to control the grading of grain. Word has been received from Chairman Moss to the effect that hearings will begin April 27 and continue indefinitely.—C. L.

The Indiana Grain Dealers' Ass'n and the Indiana Millers' Ass'n, of which Chas. B. Riley is sec'y, with the backing of Pres. W. E. Stone, of Purdue University, and Prof. G. I. Christie, of the Purdue Agricultural Experiment Sta., have inaugurated a movement to introduce Indiana-made flour in the State institutions, and to boost Indiana flour at the Farmers' Institutes throughout the State, in connection with courses in domestic science.—C. L.

As all of the shipments referred to in its petition of Mar. 21, were moved Mar. 23, by order of the vice-pres. of the New York Cent. Lines, the Board of Trade asked the Public Service Com's'n to dismiss the petition, but Chairman Duncan refused to do so, stating that he would hold the matter open for a time and await future developments. The trouble started when the Board of Trade complained that the Big 4 delayed cars of grain and did not expedite their movement as it should.

The Indiana Public Service Com's'n has given a decision in a case in which the Lafayette Telephone Co. had asked to be permitted to raise its rates for local service to the Crabbs-Reynolds-Taylor Co. and the Shadeland Elvtr. Co., both concerns operating near Lafayette, Ind. Both companies are connected directly with the Lafayette exchange of the telephone, and for 10 years prior to the passage of the Public Service Act, the telephone company had served both elvtr. companies at a rate of $2.50 a month on a two-party line. The Commission ordered that the rates in effect January 1, 1913, be not changed, and that the petitioner grant the same privileges to all users of telephone service in the elvtr. business under the same conditions in its territory. The telephone company had asked the right to charge a flat rate of $5.00 a month in addition to tolls of 10c a message for service from Lafayette to Montmorenci, South Raub, West Point and Odell. The evidence tended to show that grain companies are distinct and peculiar users of telephone service, with sufficient toll business to make an agreement of the kind that had been in force desirable and profitable to the company. The Commission took the position that an agreement as to rates which had been satisfactory to the telephone company for ten years prior to the passage of the Utility Law, still should be just and reasonable. The decision will tend to prevent an increase in rates everywhere in Indiana where an increased rate to elevators is contemplated.—C. L.

IOWA.

Wapello, Ia.—E. B. Cook is building an office at his elvtr.

Estherville, Ia.—Greig & Zeeman suffered a $2,000 fire loss Mar. 26.

Floyd, Ia.—The Farmers Elvtr. Ass'n is building a garage and barn.

Randall, Ia.—Peter Moe has resigned his position with the Neel Grain Co.

Persia, Ia.—John German is working at the elvtr. of the Neola Elvtr. Co.

Kensett, Ia.—Farmers are considering the organization of an elvtr. company.

Modale, Ia.—John Wallace is now mgr. of the Updike Grain Co. at this point.

Solberg sta. (Rowan p. o.), Ia.—Frank Day is now mgr. of the Farmers Elvtr. Co.

Swea City, Ia.—G. S. Livermore will install a Hall Signaling Distributor in his elvtr.

Remsen, Ia.—Tierney & Ahmen will equip their elvtr. with a Hall Signaling Distributor.

Cedar Rapids, Ia.—There is strong talk of the establishment of a grain exchange in this city.

Paton, Ia.—J. E. Thorpe of Baxter is now mgr. for the S. E. Squires Grain Co. at this station.

Marble Rock, Ia.—The Farmers Elvtr. Co. has been organized at this station.—W. J. Ray, Colo, Ia.

Greene, Ia.—The Farmers' Co-operative Ass'n has installed a motor and will operate by electricity.

Dysart, Ia.—Will Marsau, mgr. for the Tama-Benton Grain Co., has resigned and will go to farming.

Valeria, Ia.—Work will be started at once on the elvtr. of John Gannon, the material having arrived.

Des Moines, Ia.—Taylor & Patton will open their terminal elvtr. Apr. 15 with Wm. Crarer in charge.

Havelock, Ia.—Our profits for 1913 were $5,000, not $500 as reported.—E. W. Gill, Farmers Coal & Grain Co.

Farnhamville, Ia.—Contract for the new elvtr. of the Farmers Grain Co. has been let to the Newell Constr. Co.

Ralston, Ia.—It is reported that the farmers of this vicinity are interested in a plan to build a new corn elvtr. here.

Gilman, Ia.—N. S. Beale, mgr. of O. P. Beale & Co., Tama, has leased a site on the M. & S. and will build an elvtr.

Schleswig, Ia.—The Farmers Elvtr. Co. will build an elvtr. on the C. & N. W., having closed negotiations for a site.

Whiting, Ia.—E. M. Cassidy & Co. will remodel their elvtr. A part of the old house will be torn down and a new addition built.

Dayton, Ia.—Ed. Sellstrom, formerly mgr. for the Farmers Elvtr. Co. at Lanyon, is now mgr. for the Farmers Elvtr. Co. of Dayton.

Paton, Ia.—M. J. Conry has sold the elvtr. he recently purchased from the defunct Farmers Elvtr. Co. to N. H. Hubbard, mgr. of the Farmers Elvtr. Co. at Melvin.

Yarmouth, Ia.—Robt. Watkins succeeded Carl Meyers as elvtr. man, Mr. Meyers having resigned.—W. H. Stull, mgr. A. D. Hayes Co.

Benson sta. (Cedar Falls p. o.), Ia.—The I. C. R. R. has offered the farmers of this vicinity a free site if they will organize an elvtr. company.

Kilduff, Ia.—The partnership existing between Macy Bros. and D. S. Fleck was dissolved recently and Mr. Fleck bot all of the Macy interests.

Decorah, Ia.—Mr. Haefner has succeeded O. O. Ellingson as mgr. of the Farmers Elvtr. Co., Mr. Ellingson having resigned after 6 years of service.

Napier sta. (Luther p. o.), Ia.—Joe White of Meridian will be mgr. of the Farmers Elvtr. Co. The company recently bot the elvtr. of C. Burlingame.

Carres, Ia.—F. W. F. Weenick, who recently sold his elvtr. at this station to the Farmers Mutual Co-operative Co., is ill in the hospital at Cherokee.

Cheney sta. (Brandon p. o.), Ia.—Work is progressing rapidly on the new elvtr. of the Urbana Grain Co., Urbana. The Newell Constr. Co. has the contract.

Ireton, Ia.—R. L. Staben has bot out the interest of his partner A. C. Collins in the firm of Staben & Collins and will operate the business on his own account.

Dennison, Ia.—The Ill. Cent. Ry. Co. has offered the recently organized Farmers Elvtr. Co. a free site for an elvtr. and it is thot that the company will accept it.

Eldora, Ia.—V. H. Vilmont of Grundy Center has bot the elvtr. of W. G. Lettow, who recently bot it from H. A. Schmitt. Mr. Vilmont took possession Apr. 1.

Ladora, Ia.—The following officers were elected at the recent annual meeting of the Ladora Lbr. & Grain Co.: J. L. Augustine, pres. and H. C. Gates, treas.

Primghar, Ia.—We are now in possession of the lumber, coal and grain business formerly owned by the Thos. Patton Estate.—E. H. R., J. C. Rudloff & Sons.

Highland Center, Ia.—The new 10,000-bu. elvtr. of the Neola Elvtr. Co. is about half finished and will be put into operation May 1. It replaces the house burned Feb. 5.

Bagley, Ia.—H. W. Pollock & Co. of Manning, are wrecking the elvtr. which they recently bot from the P. S. Dennis Co. and will build a new elvtr. on the site.

Blairstown, Ia.—I have sold my elvtrs. to the new farmers elvtr. company, which will operate as the Blairstown Grain Co. I do not know just what I shall do yet.—W. C. Yeisley.

Kellerton, Ia.—The following officers of the Farmers Elvtr. Co. were elected recently: James Farmer, pres.; G. W. Allen, vice-pres.; A. G. Merritt, sec'y and T. J. Milie, treas.

Hornick, Ia.—John F. Burns, formerly mgr. for J. J. Mullaney at Jefferson, S. D., is now mgr. for the Tiedeman Grain Co. here.—R. D. Arthur, mgr. J. J. Mullaney, Jefferson, S. D.

Dundee, Ia.—Guy C. Siberling, who recently bot the elvtr. of the old Farmers Elvtr. Co., will remodel the house and install new machinery.—W. T. Thorpe, agt. S. E. Squires Grain Co.

Clarion, Ia.—O. P. Morton was elected pres., J. E. Buck, vice-pres., M. L. Clark, sec'y and G. R. Grattidge, treas. of the Farmers Elvtr. Co. at the recent annual meeting of the company.

Ledyard, Ia.—H. Solem of Windom is temporarily in charge of the St. John Grain Co.'s elvtr., Mgr. A. E. King having been called to Worthington, Minn., by the serious illness of his mother.

Wellsburg, Ia.—Pending the completion of the new elvtr. M. H. Tjaden is using a portable elvtr. for loading grain. The old house was burned Feb. 23 and the new one to replace it is well under way.

Nora Springs, Ia.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: W. G. Bell, pres.; Peter Young, vice-pres.; W. E. Gaylord, sec'y and H. F. Schnedler, treas.

Allison, Ia.—E. A. Hill and L. H. Potter of Marshalltown have bot the elvtr. of T. J. Cook and will operate as Hill & Potter with Mr. Potter as mgr. Mr. Cook will continue to operate his elvtr. at Bristow.

Watkins, Ia.—We elected the following officers at our recent annual meeting: Jas. Harrington, pres.; E. R. Mayhew, vice-pres.; D. S. Maag, treas., and myself sec'y and mgr.—Ray A. Beuter, mgr. Watkins Grain Co.

Tingley, Ia.—We are tearing down one of our elvtrs at this station, and will use the material to build an elvtr. at Beaconsfield. The company will build a number of elvtrs. this season.—Nat Heized, agt. O. A. Talbott Co.

Nevada, Ia.—O. L. Dunkelbarger of Dunkelbarger & King is slowly convalescing from a serious illness. He is well known to the grain trade in this part of the state and his many friends are pleased to hear of his recovery.

Vail, Ia.—The Vail Mill & Elvtr. Co. is remodeling its plant and will install new Union Iron Works machinery. The elvtr. has been moved from the former site to one adjoining the mill. The Burrell Engineering & Constr. Co. has the contract.

Lanyon, Ia.—New officers of the Farmers Elvtr. Co. are C. J. Swanson, pres.; Martin E. Youngdale, sec'y, Gust Burgh, treas. and F. W. Peterson, vice-pres. Wilbur E. Lowry of Green Mountain has succeeded E. R. Sellstrom as mgr.—Farmers Elvtr. Co.

Madrid, Ia.—Following the recent attempt to blackmail Mgr. Lundahl of Johnson & Lundahl, the office of the elvtr. was entered Mar. 28, and the desks and drawers thoroly ramsacked but so far as can be ascertained nothing was taken except the water pail.

De War, Ia.—Follett & Emert have built an up-to-date elvtr. with an easy grade driveway, the equipment including dump, sheller, man-lift and wagon and automatic scales. There is sufficient drop to load cars without having to scoop the grain back.—S. F.

Blairstown, Ia.—Officers of the recently organized Farmers Elvtr. Co. are A. J. Wilson, pres.; Henry Seick, vice-pres.; and Henry Frantzman, treas. The company commenced business Apr. 1 in the 2 elvtrs. recently bot of Wm. Yeisley.—Ray A. Beuter, mgr. Watkins Grain Co., Watkins.

Granite, Ia.—The elvtr. of Moorland & Shuttleworth is being wrecked and a new house will be built on the site. Some of the timbers in the old elvtr. will be used for the new one which will be 24x24 ft. and 53 ft. high. The office and engine room will be a separate building. The building will cost $3,000 and will be ready within 60 days.

Sioux City, Ia.—The National Ass'n of Managers of Farmers Co-operative Elvtrs. will hold its annual convention in this city May 7 and 8. The convention com'ite of the Commercial Club and a special com'ite from the Board of Trade will take care of the entertainment of the delegates. Iver S. Henjun of Hartford, S. D., is sec'y of the ass'n.

Emmetsburg, Ia.—The new elvtr. of the Farmers Elvtr. Co. will be located on the R. I. R. R. and will be 32x39 ft. and 70 ft. high, being 45 ft. to the top of the bins. The equipment will include a dump scale, automatic weighing out scale and a wagon scale. There will be two offices, one for the private use of the mgr. and the other to be used as a directors' room. The elvtr. will cost $6,500.

The following elevator companies have let contract to the Newell Constr. Co. for the remodeling of their elvtrs. and will have up-to-date plants when the work is finished: Farmers Grain Co., Yetter; Fredericksburg Produce Ass'n, Fredericksburg; Farmers Elvtr. Co., Abbott; Farmers Elvtr. Co., Boxholm; Farmers Elvtr. & Supply Co., Boone; Erickson & Rasmussen, Crystal Lake; Kunz Grain Co., Hanna; J. F. Korb & Co., Ely, and Farmers Elvtr. Co., Elberon.

Eagle Grove, Ia.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: A. L. Middleton, pres.; O. O. Sandven, vice-pres.; Roger Paine, sec'y and Geo. Wright, treas.

KANSAS.

Hull, Kan.—Geo. Raemer is now mgr. of the Nebraska Elvtr. Co.

Pratt, Kan.—J. V. Harkrader has bot the elvtr. of the Farmers Elvtr. Co.

Manchester, Kan.—The Manchester Mlg. Co. will build an elvtr. here.—H. Weaver.

Denison, Kan.—N. Baxter now operates the elvtr. formerly operated by John McClune.

Sharon, Kan.—J. B. Hargis has bot the Huffaker Elvtr. and will operate it.—Sharon Grain Co.

Brenner, Kan.—J. H. Hudson has purchased the elvtr. at this station from Albert Nitz.—M.

Hutchinson, Kan.—The new elvtr. of the Hutchinson Terminal Elvtr. Co. has been completed and is now in operation.

Rozel, Kan.—The Rock Mill & Elvtr. Co. is building an 18,000-bu. elvtr. on the site of the old house.

Milan, Kan.—The Aetna Mill & Elvtr. Co. is tearing down its plant and will rebuild it.—Geo. W. Hough.

Larned, Kan.—The Rock Mill & Elvtr. Co. has wrecked its old house here and will build a new 12,000-bu. elvtr.

Belmont, Kan.—The Kansas Flour Mills Co. of Wichita has purchased the elvtr. formerly owned by Tell P. Starr.—M.

Manhattan, Kan.—We intend to rebuild our elvtr. and add 4 concrete storage tanks.—The Manhattan Mlg. Co.

Topeka, Kan.—Contract has been let for the new elvtr. of the Thos. Page Mlg. Co. which will be 80 ft. high and contain 11 bins.

Courtland, Kan.—The farmers unions of this city and vicinity have decided to buy and operate the elvtr. of Chester O. Ainsworth.

Wellington, Kan.—John Cain of Atchison is now sales mgr. for the Wellington Mill & Elvtr. Co., having taken up the work Apr. 1.

Purcell, Kan.—J. H. Pauly is tearing down his old elvtr. and will build a new 15,000-bu. house on the site.—A. F. Allen, Huron, Kan.

Wellsford, Kan.—The Wellsford Grain Co. is remodeling its elvtr. and building an addition that will materially increase its capacity.—M.

Newton, Kan.—The Newton Mlg. Co. has let contract to the Burrell Engineering & Constr. Co. for 2 concrete tanks of 50,000 bus. capacity.

Price sta. (Sabetha p. o.), Kan.—Studer Bros. have sold both their elvtrs. at this station to G. W. Myers & Sons, who will improve them at once.—M.

Claflin, Kan.—The new elvtr. of the Universal Mill Co. will be 34x34x46 ft. of studded construction. The P. H. Pelkey Constr. Co. has the contract.

La Crosse, Kan.—Harry Fose, mgr. of the Ellsworth Mill & Elvtr. Co. at Russell, has bot the interest of J. W. Anderson in the La Crosse Mlg. & Grain Co.

Downs, Kan.—Mrs. Louise Davis has bot the interest of her partner Creed M. Dillon, in the Davis & Dillon Elvtr. Co. Mr. Dillon was mgr. of the elvtr.

Trenton sta. (Salina p. o.), Kan.—The Shellabarger Mill & Elvtr. Co. has let contract to the P. H. Pelkey Constr. Co. for an elvtr. on the U. P. at this station.

Herington, Kan.—I sold my elvtr. to S. F. Hacker of Omaha and am out of the business at present. The Farmers Union will build an elvtr. here.—E. A. Tripp.

Salina, Kan.—The Western Star Mlg. Co. has let contract to the P. H. Pelkey Constr. Co. for a 40,000-bu. elvtr. addition and head house, work to be started at once.

McPherson, Kan.—L. D. Kneeland, who recently purchased the mill and elvtr. of the McPherson Mill & Elvtr. Co., has decided that he will not operate the house himself.

Corwin, Kan.—I have been in the grain business at this station for 15 years and have succeeded G. E. McFarland as mgr. of the Arkansas City Mlg. Co.—W. W. Anderson.

Niotaze, Kan.—We expect to operate the elvtr. at this station formerly operated by the Rea-Patterson Mlg. Co., but have not fully closed the deal.—M. H. Taylor Grain Co., Hewins.

Gray sta. (Burdette p. o.), Kan.—An elvtr. will probably be built at this station or at Hanston, just a few miles from here —E. Row, mgr. Pawnee County Grain & L. S. Co., Larned.

Home, Kan.—I am progressing finely with my elvtr. It is 26x30 ft., covered with galvanized iron and equipped with an Invincible Cleaner and Avery Automatic Scale.—Robt. J. Lewis.

Hutchinson, Kan.—The Hutchinson Flour Mill Co. is doubling its milling and elvtr. capacity by building an adidtion 40x40 ft., 4 stories high, one 25x80 ft., 2 stories high, and two smaller houses.

Hutchinson, Kan.—The Kansas Grain Co. will start work at once on the 4 reinforced concrete tanks, which it will build to increase its capacity. The tanks will have a total capacity of 100,000 bus.

Atchison, Kan.—Strong efforts are being made to reorganize the Cain Mill Co. which suspended business Jan. 8 and it is hoped to have the plant again in operation by the time the new crop moves.

Penalosa, Kan.—The contract for the building of the Farmers Grain & Merc. Co. was not let to the P. H. Pelkey Constr. Co. as reported. The company mentioned, only prepared the plans and specifications for the new house.

Haviland, Kan.—We are overhauling our elvtr., putting in a new head, new boot and 1,500-bu. Richardson Scale. The Oswald-Koelsch Grain Co. is also installing an automatic scale of the Richardson make.—R. W. Smith, mgr. Haviland Merc. Exchange.

Sterling, Kan.—Fair Bros. have bot the elvtr. of M. P. Shaak and are repairing it, preparatory to putting it into operation. It has been idle for a number of years.—Thos. P. McQueen, successor to R. N. Lawhead as mgr. Farmers Co-operative Shipping Ass'n.

Claflin, Kan.—Our new storage elvtr. will be of studded construction with a capacity for 50,000 bus. of wheat. It will be equipped with the latest machinery, exhaust fans, etc., and will be iron clad with a cement foundation and pits.—Universal Mill Co.

Montezuma, Kan.—The Hugoton Elvtr. & Warehouse Co. of Hugoton has let contract to the P. H. Pelkey Constr. Co. for an elvtr. on the D. C. & C. V. Ry. at this station. This is the 5th house built by this construction company for the Hugoton grain company.

Riverdale, Kan.—The Farmers Elvtr. Co. is finishing a 15,000-bu. elvtr. on the Mo. P. R. R., the equipment including a 20 h.p. Fairbanks-Morse Engine, Richardson Automatic Scale, feed grinder and a 4-ton Fairbanks Scale. We have also built an office.—Geo. Reed, mgr.

Osborne, Kan.—I have just completed a cement block office, 16x24 ft., with 2 rooms. My elvtr. has a capacity of 20,000 bus. and the equipment includes a 12-h.p. Fairbanks Gas Engine, No. 5 Invincible Cleaner, a 1,250-bu. Avery Automatic Scale. The elvtr. is iron clad.—H. Thomas.

Halstead, Kan.—After 24 years with the Halstead Mlg. & Elvtr. Co., P. F. Kauder has resigned, having been elected city marshal. Most of the employees have been with the company for many years, G. Dieterle has been engineer for 31 years and J. D. Lange wheat buyer for 35 years. The company has had the same head miller for 28 years.

Hudson, Kan.—Work on the new concrete plant of the Stafford County Flour Mill Co. is progressing rapidly and the machinery will be installed within the next 60 days. The Wolf Co. will furnish all of the machinery used. The Burrell Engineering & Constr. Co. has the contract for the plant.

Paradise, Kan.—Our new elvtr. on the old Hoffman site is nearly under roof. We will install a 1,250-bu. Fairbanks Morse Automatic Scale and a new 8-h.p. gasoline engine. We expect to have the work all done by June 15. The elvtr. of C. E. Robinson Grain Co. will be repainted this spring.—Hoopes & Hancock.

Abilene, Kan.—We moved our business from Wichita to Abilene in order to handle the Norris Grain Co.'s export account in northern Kansas and a small portion of southern Nebraska. We expect to handle our general grain business just the same as we ran it at Wichita. Our business here so far has been better than we had anticipated. We have our offices in the Case Bldg.—Geoffroy Grain Co., per Frank Geoffroy.

WICHITA LETTER.

L. H. Powell & Co. have moved into new quarters in the Board of Trade.

The Red Star Mill & Elvtr. Co. will make improvements in its plant including a 250-h.p. motor.

We contemplate rearrangement of trading floor, which seems necessary to keep in line with the Hutchinson and Kansas City Exchanges. Members are sanguine over crop conditions.—Jas. H. Sherman, sec'y Board of Trade.

The construction of our new mill here is coming along nicely. The warehouse is already covered and the third floor of the mill building proper, poured. The shipments of machinery will begin now in a couple of weeks, and we expect to have the wheels turning by the early new crop. —G. M. Lowry, sec'y the Wichita Flour Mills Co.

KENTUCKY.

Clinton, Ky.—We are figuring on a concrete elvtr. and 150-bbl. mill to replace the plant recently burned. Will begin building as soon as possible.—J. U. Kevil, Mayville.

Louisville, Ky.—The Acme-Evans Co. has been reorganized and will be operated as a subsidiary of the Acme-Evans Co. of Indianapolis; the officers are Edgar H. Evans, pres.; I. E. Woodard, vice-pres.; John A. Reis, sec'y, and E. C. Johnson, treas.

Clinton, Ky.—Fire in the elvtr. over the office, spread to the mill building of the Star Mills, owned by J. U. Kevil, and caused a loss of $35,000, much of it covered by insurance. About 15,000 bus. of wheat, part of which belonged to the farmers, also burned, and all of the machinery was a total loss. The plant will be rebuilt at an early date.

LOUISIANA.

New Orleans, La.—C. S. Leach, father of C. S. Leach, Jr., mgr. of the Langenberg Hay & Grain Co., died Mar. 20, at the age of 72.

New Orleans, La.—Eugene V. Anselman, for many years connected with the grain dept. of the Board of Trade and now with J. T. Gibbons, was recently operated upon for appendicitis. The operation was a success and he is again on 'change.

New Orleans, La.—We are indebted to Sec'y H. S. Herring for a copy of the 31st annual report of the Board of Trade containing the usual list of officers, com'ites and members, also the annual reports of the pres., sec'y, treas. and the various com'ites. There is also a map of the city and a comprehensive statement of the "facts about the port." Included in the statistics given are the exports of grain, range of prices, etc. A complete list of the elvtrs. of the city, giving storage capacity, unloading capacity and drier facilities is also included in this interesting book.

New Orleans, La.—Ludwig Eiseman, of N. & E. Neumond is being congratulated on a safe return to this city from St. Louis. He was registered at the Missouri Athletic Club the night of the fire, but went to the theater and to an after theater dinner, arriving at the club after the fire started.

MARYLAND.

Cumberland, Md.—The Buley-Patterson Co., Inc., will succeed the Jobbers Brokerage Co. and the S. H. Buley Co.

Mt. Airy, Md.—The elvtr. of the recently organized Farmers Mlg. & Grain Co. which took over the plant of the Mt. Airy Mlg. & Grain Co., narrowly escaped destruction in a fire that did damage amounting to $86,000. Fire started from a defective flue in the local mill and without water protection the towns people were powerless to check it. The elvtr. was scorched and the company estimates the loss at $15,000, with insurance at $10,000.

BALTIMORE LETTER.

Oscar W. Benedict is mgr. of the 1914 baseball team of the Chamber of Commerce.

Luther Jackson, pres. of Robinson & Jackson, was married Mar. 31, to Miss Mary Palmer. The honeymoon will be spent in Bermuda.

J. Ross Myers has bot the grain and flour business of Wylie, Son & Co., the latter firm having gone out of existence with the death of Douglas M. Wylie, recently.

Geo. L. Bittrick has succeeded Wm. M. Conn as track sampler and asst. grain inspector of the Chamber of Commerce. Mr. Conn was found unconscious in the yards, Feb. 24, and died a few days later.

Members of the Chamber of Commerce have organized the "Rooters" club and will attend the opening game of the new Federal League Ball Team, Apr. 13, in a body. Appropriate badges and decorations have been ordered and the exchange will be well represented.

The Chamber of Commerce has appointed a com'ite consisting of Charles England (chairman), John M. Dennis, George S. Jackson, W. Murray Maynadier and J. Collin Vincent, with Eugene Blackford, pres. of the exchange, as a member ex officio, to act with similar com'ites from other grain exchanges to protest against the bills pending in Congress for the Federal inspection of grain.

MICHIGAN.

Morley, Mich.—I have succeeded C. W. Crimmins.—C. L. Crimmins.

Kinde, Mich.—Farmers Grain Co. incorporated; capital stock, $10,000.

Onaway, Mich.—C. M. Bullock is now sole owner of the Onaway Elvtr. Co.

Colling, Mich.—A farmers elvtr. company is being organized at this point.

Boyne City, Mich.—Pete Collins and Johnson & Son are scoop shovelers at this station.—Boyne City Hardware Co.

Snover, Mich.—I have bot out the Mellan-Simmons Grain Co. and will build a 20,000-bu. elvtr. this summer.—Leslie Mellan.

Kalamazoo, Mich.—Miller, Rider & Winterburn have repaired their feed mill and are looking for wheat, oats and corn.—Jos. F. Phillips.

Sturgis, Mich.—We contemplate building an addition for the handling of hay and straw. We now handle grain and coal.—Sturgis Grain Co., W. P. DeBolt, mgr.

Climax, Mich.—We intend this summer to take out our burr grinder, enlarge our buckets for carrying feed and put in a roll grinder for grinding.—M. Griffith & Son.

Oshtemo, Mich.—I sold my grain business here to E. O. Mackelroy, who in turn sold it to Clarence DeLong and he is selling out the machinery. Lewis Mackelroy operates a feed mill at this point.—Jos. F. Phillips, Kalamazoo.

Kings Mills, Mich.—The elvtr. of Wm. Jenkinson containing 1,000 bus. of beans and 1,200 bus. of wheat, besides several hundred bus. of potatoes, burned at 8 p. m., Apr. 2; loss $4,500; insurance $2,500. The fire is thot to have started from a hot box in the shafting near the roof. The elvtr. will be rebuilt at once.

MINNESOTA.

Callaway, Minn.—E. R. Phillips has sold his elvtr. to a Mr. McFarland.

Avoca, Minn.—The Farmers Co-operative Elvtr. Co. has been organized.

Manley, Minn.—I only leased the elvtr. at this point.—G. W. Wright, Valley Springs, S. D.

Blue Earth, Minn.—Farmers are interested in the formation of an elvtr. company at this station.

Jeffers, Minn.—The Farmers Elvtr. Co. will increase its capital stock and build an addition to the elvtr.

Little Falls, Minn.—The Little Falls Mlg. Co. has installed 2 wheat cleaners and a grain drier at its elvtr.

St. Peter, Minn.—We have installed a new power corn sheller.—Wm. La Croix, agt. G. W. Van Dusen & Co.

Slayton, Minn.—The Farmers Elvtr. Co. will build another elvtr. at this station. Coal sheds will also be erected.

Adrian, Minn.—The Adrian Grain Co. is building an addition to its elvtr., which will double the capacity of the house.

Manley, Minn.—Hans Kjergaard has bot the elvtr. of M. E. Silvious of Spring Valley, S. D., formerly operated by G. W. Wright.

Ada, Minn.—The Norman County Elvtr. Co. will build a 26x30 ft. addition to its elvtr., install a cleaner and make other repairs.

Ottawa, Minn.—I have bot the elvtr. of the Farmers Elvtr. & Coal Co., which was operated as the Ottawa Elvtr. Co.—T. O. Raney.

Freemans sta. (Crookston p. o.), Minn.—The elvtr. of the Thorpe Elvtr. Co. is closed.—O. B. Kinn, agt. Monarch Elvtr. Co., Gary.

Revere, Minn.—The elvtr. of Mann & Welch is closed and I am out of the grain business for the present.—F. A. Grahlman, formerly agt.

Waseca, Minn.—We will build two new steel tanks of 50,000 bus. capacity each and possibly a 3d of about 30,000 bus.—Everett, Aughenbaugh Co.

Rothsay, Minn.—H. H. Thiede has succeeded Al. Wood as mgr. for the Wilkin County Farmers Grain & Merc. Co., taking the position Apr. 1.

Dassel, Minn.—John Sallberg is temporarily in charge of the elvtr. of Linzay Pankake, who is confined to his home on account of a sprained ankle.

Audubon, Minn.—B. A. Knutson, agt. for the Monarch Elvtr. Co. at Gary, has been transferred to the elvtr. of that company at this station.—O. B. Kinn.

Ashcreek, Minn.—I have succeeded P. M. Nielsen as mgr. for the Farmers Elvtr. Co., Mr. Nielsen having resigned.—A. N. Moore, formerly mgr. at Garner, Ia.

Wells, Minn.—We are building a 35,000-bu. cribbed, iron-covered addition to one of our elvtrs. The foundation will be of concrete.—Wells Flour Mlg. Co.

Waseca, Minn.—The Farmers Elvtr. & Merc. Co. has remodeled its office and also recently bot a new warehouse which will be used for machinery, coal and feed.

Janesville, Minn.—We have installed an automatic scale. Our officers are H. Ewert, pres.; Geo. Springler, treas., and P. L. Shamski, mgr.—Farmers Elvtr. Co.

Ashcreek, Minn.—Owing to a breakdown in the engine at the elvtr. of the Farmers Elvtr. Co., the house was closed for a few days recently until repairs could be made.

Minneota, Minn.—John Ousman has succeeded Ole I. Lee as mgr. of the Eagle Roller Mills Co. and Ole Anderson has succeeded Geo. Benson as mgr. of the Western Elvtr. Co.—T. F. Dahl.

Tyler, Minn.—The elvtr. of the Tyler Grain Co. will be repaired and we will also repair our house, having decided not to rebuild.—L. Reinholdt, mgr. Farmers Elvtr. & Supply Co.

McIntosh, Minn.—I have resigned as mgr. of the St. Anthony & Dakota Elvtr. Co. and will take up farming near Euclid. The elvtr. will be closed for the present.—J. A. Munson, Euclid.

Waldorf, Minn.—We have handled since Aug. 15, 85,000 bus. of wheat, 30,000 of corn, 8,000 of barley, 2,000 of flax, 3,000 of rye, making a total of 132,000 bus. We consider this good business.—T. E. Meany, agt. Huntting Elvtr. Co.

Gary, Minn.—I have succeeded B. A. Knutson as mgr. for the Monarch Elvtr. Co. at this station, Mr. Knutson having been transferred to the elvtr. at Audubon.—O. B. Kinn, formerly agt. Thorpe Elvtr. Co., Freemans sta. (Crookston p. o.)

Park Rapids, Minn.—When the dam at Osage, 10 miles from here gave way, Apr. 5, this town was flooded, and the plant of N. Nygaard was undermined and the mill building toppled over and fell into the river. It was known as the Straight Lake Roller Mills.

DULUTH LETTER.

Grain men have been going and coming very actively the past month, mostly on vacations.

Julius H. Barnes of Ames-Brooks Co. and Roy G. Hall are in Washington in the interest of the Duluth Traffic Com's'n.

E. H. Rehnke, member of the State Board of Grain Appeals at Duluth, will be transferred to the Minneapolis office. J. F. Ingersoll of Crookston, Minn., has been appointed to succeed him.

It is advised that stock of Duluth No. 1 Northern wheat held in the east has about all been sold. Opinion prevails that eastern millers will soon be bidding for our wheat here.—Chas. F. Macdonald, sec'y Board of Trade.

We are indebted to Sec'y Chas. F. Macdonald for a copy of the annual report of the Board of Trade for the year ending Dec. 31, 1913. It contains not only a full list of officers, standing com'ites, elective board for 1914, but also list of the individual members and another of the firm and corporation members of the exchange. The Minnesota grade rules are published in full together with a list of the elvtrs. in the city, name of operator, capacity and location and the amount of elvtr. and storage charges at Duluth, Buffalo, Milwaukee, Chicago, Minneapolis, St. Louis, Ft. William and Port Arthur. A list of the officers of the board from 1881 and the usual statistics covering receipts and shipments, prices, etc., are also given.

MINNEAPOLIS LETTER.

H. J. Hymes has been granted a traveling representative's license by the Chamber of Commerce and will represent E. L. Welch & Co.

The Chamber of Commerce membership of J. D. Collison has been transferred to H. W. Miller and the certificate of H. L. Hankinson has been posted for transfer to H. H. Johnston.

The ancient wooden elvtr. known as the Northwestern Elvtr. on the Midway is reported to be the house considered by the Equity Exchange for its terminal elvtr. in this city. The house was built by the old Farmers Alliance.

L. M. Abbey has transferred his membership in the Chamber of Commerce to E. L. Welch. Daniel J. Leary of the Browns Valley Mill & Elvtr. Co., Browns Valley, has applied for membership in the exchange on transfer from J. M. Sullivan.

The Pillsbury Flour Mills Co. has had plans prepared for a 1,500,000-bu. addition to its plant. The new elvtr. will be of concrete or tile construction and will consist of 50 tanks of 30,000 bus. capacity each. The new storage will cost $300,000 and work will be started at an early date with a view of having the house completed by Sept. 1.

H. T. Shufelt, who was agt. for the Duluth Elvtr. of the Peavy Elvtr. Co. at Ojata, N. D., for many years, giving up the position 4 years ago, died Mar. 23 at his home in this city at the age of 73. For more than 25 years he was identified with the country grain trade and held elvtr. agencies at various stations in Minnesota and North Dakota.

Many members of the Chamber of Commerce were again victims, Apr. 1, of the time-honored custom of pulling the door-knobs off the telefone booths. One gentleman evidently found the knob too heavy to hold and sat down with a resounding thud while he considered what he should do in the matter, to the great amusement of the jokers assembled.

The Wm. Rahr & Sons Co. of Manitowoc, Wis., has had plans prepared by the Witherspoon-Englar Co. for a 1,000,000-bu. malt house and elvtr. to cost $350,000. The plant will be erected on property adjoining the elvtr. of the Gould Elvtr. Co., of which Mr. M. Rahr is pres. It is reported that that elvtr. will be enlarged also. All of the Minneapolis barley trade of the company is handled thro the Gould company, of which F. J. Seidl is mgr.

On Apr. 3 the state railroad com's'n settled the dispute between the Minneapolis Eastern and the Gt. Nor. by issuing an order for the roads to interchange cars on the basis of a 30c charge, which was found a reasonable division of cost. Owing to the changes in tracks, the two companies had to make a new arrangement as to interchange of cars, and verbal agreement between the officers provided that each company should bear half the expense of transfer, which was figured at 25c for each car. Later the Gt. Nor. reported that this half cost amounts to 31c a car, and demanded an increase to 30c, which the Minneapolis Eastern refused to pay. The Gt. Nor. then refused to handle cars from the other line. Congestion resulted in the milling district and in less than 3 days 75 cars were tied up.

ST. PAUL LETTER.

The new regulations of the Minnesota State Grain Inspection Dept. penalizing "plugging" of cars are published in full in another column of this number of the Journal.

The Minnesota Railroad & Warehouse Com's'n has issued a revised set of uniform rules and regulations for the installation of railroad track scales. As many complaints have been received by the com's'n concerning the scales it was thought best to have them all of uniform construction.

We are in receipt of a copy of the laws relating to the railroad and warehouse com's'n of Minnesota which contains general provisions governing railroads and carriers together with the railroad laws of the state including those enacted by the 1913 legislature. It contains a vast amount of interesting and valuable information.

O. P. B. Jacobson, a member of the state board of grain appeals, has been appointed to succeed Chas. F. Staples as a member of the state railroad and warehouse com's'n. Mr. Jacobson has been on the board of grain appeals for several years. He was born in Norway 56 years ago and after several years of adventure before the mast settled about 33 years ago in the park region of Minnesota.

To safeguard contributions to the Equity Exchange, which contemplates removing from Minneapolis to St. Paul, the St. Paul Hay & Grain Board adopted a resolution Mar. 31 that "every dollar subscribed be used for the purpose of building a terminal public elvtr. at St. Paul, for the use of all on equal basis of storage and handling charges. To subscribe to the stock on any

other terms we believe would do more harm than good, as it would be only giving aid to a private interest and hurt the business of every grain dealer in St. Paul."

MISSOURI.

Barnard, Mo.—Earl Waters will build an elvtr.

Rosendale, Mo.—The Rosendale Grain Co. has built a new elvtr.

Ravenwood, Mo.—Work has been started on the elvtr. of the Shannon Grain Co. at this station.

De Kalb, Mo.—I am in the grain business here but I will only handle grain in car lots and will not build an elvtr. this year. —W. R. Gabbert.

Grant City, Mo. — The Iowa-Missouri Grain Co. will build elvtrs. at this station and at Gentry, Mo.—Grant McCullough, mgr. Kellerton Elvtr. Co., Kellerton, Ia.

Faucett, Mo.—The Frederick Grain & Hay Co. of St. Joseph will build a 20,000-bu. elvtr. at this station. It will cost $25,-000 and will replace the Maple Leaf Elvtr. owned by R. E. Faucett, which burned Aug. 10, 1911, and has never been rebuilt. A. F. Roberts has the contract.

Joplin, Mo.—The report that we have sold out to the Joplin Hay Co. in this city is incorrect, as there is no change in our firm here. We rented a building in Webb City, and Miss Ella Boyd, our head bookkeeper and cashier, has resigned but retains her stock.—J. W. Boyd, pres. J. W. Boyd Grain & Com's'n Co.

Joplin, Mo.—The report that our warehouse here was burned Mar. 15 is incorrect, as the fire was at Webb City, where our subwarehouse burned. Our elvtr. is at this point and is O. K. Also the report that the J. W. Boyd Grain & Com's'n Co. has sold to us is wrong. That company has retired from Webb City only, still having its home office here.—R. D. Davis, mgr. Joplin Hay Co.

KANSAS CITY LETTER.

The Mo. Pac. Ry. Co. is reported to be contemplating the erection of storage additions to its elvtr.

Edward L. Foulke has been admitted to membership in the Board of Trade on transfer from W. M. Shofstall.

E. M. Jolley of Wichita has succeeded the late Frank A. Tapley as buyer for the Waggoner-Gates Mlg. Co., the Zenith Mlg. Co. and the R. E. Kidder Flour Mills.

W. H. Beatty, formerly mgr. of the elvtr. of the Concordia Mlg. Co., Concordia, Kan., is now on the road for the Simonds-Shields Grain Co. He will travel north central Kansas.

The new addition to the elvtr. of the C. M. & St. P. Ry. Co., which is operated by the Simonds-Shields Grain Co., will consist of 20 concrete tanks 94 ft. high and 25 ft. in diameter, with a capacity of 750,-000 bus.

The Kansas City Board of Trade has voted to adopt the same method established at Chicago last year to keep bids for grain at country stations in line during trading hours as well as after the close. The bids for grain to arrive will be posted and filed for record.

E. B. Russell of the Russell Grain Co. was recently made defendant in a $10,000 damage suit for personal damages brot by a man who alleged that he was injured a year ago when he was struck by Mr. Russell's automobile, driven by his chauffeur. The court awarded the plaintiff judgment for $500.

H. L. Stroud of the Rogers Mlg. Co., Rogers, Ark., has bot the interest of R. H. Carpenter in the Houston-Carpenter Grain Co. The new firm will operate as the Houston-Stroud Grain Co. Mr. Stroud has applied for membership in the Board of Trade, having bot the membership of W. G. Haseltine for $2,550 which includes the $500 transfer fee.

The new grades of corn and the new rules governing the grading of corn established for and by the Missouri State Grain Inspection Dept., effective July 1, are the same as have been fixed and promulgated by the U. S. Dept. of Agriculture, to be effective July 1, 1914, to secure uniformity of grading corn in the various markets of the United States. No modification or other changes in the grades of grain are made in the present grades or rules governing the inspection and grading of grain by the State Inspection Dept.—James T. Bradshaw, Warehouse Com's'ner of Missouri.

ST. LOUIS LETTER.

Newman & Malkemus are now located in the Rialto Bldg.

St. Louis Clover Leaf Elvtr. Co. incorporated; W. H. Wright, H. A. Hamilton and G. O. Walters incorporators.

T. V. Lee has been appointed trustee in bankruptcy of the estate of Connor Bros. by Referee in Bankruptcy Walter D. Coles.

Jos. M. O'Neil, who has been representing W. A. Gardner & Co. at this market, is now local representative for Jackson Bros. & Co.

John R. Hilton, until recently mgr. of the Northwestern Consolidated Mlg. Co. in this city, was killed Mar. 26 in an automobile accident in California.

W. H. Wright, for 10 years sec'y-treas. of the J. T. Wright Grain Co. and for the last 3 years with Powell & O'Rourke, has opened an office in the Peirce Bldg. and will engage in the grain com'p's'n business on his own account, operating as the W. H. Wright Grain Co. In addition to his receiving business he will operate the elvtr. of the Western Grain & Elvtr. Co., known as the Western Elvtr. Mr. Wright has incorporated the new company for $25,000.

Chief Weighmaster John Dower of the Merchants Exchange was confined to his home for several days as a result of an encounter Mar. 27 with Fred M. Young, pres. of the Mound City Elvtr. & Grain Co. in the offices of the latter. Mr. Dower called on Mr. Young in reference to H. F. Lee, one of his deputies, who reported to Mr. Dower that Young had beaten him in the Mound City Elvtr., Mar. 26, for no apparent reason. Mr. Dower says that Young accused him of having shipments of grain from the elvtr. reweighed after they had left the elvtr., and before he (Dower) could reply Mr. Young struck him in the face. A workman is said to have tripped Mr. Dower as he attempted to defend himself, and Young then struck the fallen man several times, inflicting several severe cuts and bruises. Young claims that Mr. Dower jerked off his glasses and that he (Young) then struck Mr. Dower and knocked him down. Both were arrested, but were released on their own recognizance to appear in court Apr. 4. Mr. Dower's injuries compelled a postponement of the hearing. On Mar. 28 the directors of the Merchants Exchange posted a notice to the effect that the exchange's com'ite on weights had adopted the following resolution: That the weighing dept. of the Merchants Exchange supervise all cars ordered to the Mound City Elvtr. on or before Mar. 27, supervision to be then discontinued until further notice, the weighing dept. to be furnished with a list of such cars.

MONTANA.

Broadview, Mont.—The Farmers Elvtr. Co. will build a 40,000-bu. elvtr. equipped with up-to-date machinery.

Shelby, Mont.—I am now located at this point.—A. J. Cain, formerly agt. St. Anthony & Dakota Elvtr. Co., Savoy.

Reed Point, Mont.—The Reed Point Trading Co. will build a 30,000-bu. elvtr. and a 25x100-ft. addition to its warehouse.

Geyser, Mont.—Our elvtr. burned Mar. 11, will be rebuilt. A new 30,000-bu. house equipped with electricity will be erected; work to start in a week or two.—O. Buckner, agt. Montana Central Elvtr. Co.

Conrad, Mont.—The report that we would move our grain business from Brookings, S. D., to this station is incorrect.—Geo. P. Sexauer & Son.

Billings, Mont.—The Montana Mill & Elvtr. Co. incorporated; capital stock $25,-000; incorporators P. Wesch, G. H. Root and C. C. Oehme.

Merino sta. (Geyser p. o.), Mont.—The Montana Central Elvtr. Co. will build an elvtr. at this point.—O. Buckner, agt. for the company at Geyser.

Miles City, Mont.—Reports being circulated that the elvtr. of the Montana Central Elvtr. Co. burned at this station recently, are incorrect. There has been no such fire in or around this city that we know of. There must be some mistake.—W. C. Nuttall, Lytle Elvtr. Co.

Windham, Mont.—We have recently incorporated and will build a 25,000-bu. elvtr. and warehouse, installing cleaner and feed grinder. We will handle twine, farming implements, flour, and feed in connection with the grain business. I think that we will be ready to consider bids in a couple of weeks.—Henry Larson, sec'y Farmers Elvtr. Co.

NEBRASKA.

Ong, Neb.—The Farmers Union is building an elvtr.

Pierce, Neb.—Harry Lehr is now mgr. of the local elvtr.

Douglas, Neb.—The Farmers Elvtr. Co. is repairing its elvtr.

Nickerson, Neb.—The Farmers Elvtr. Co. is repairing its elvtr.

Grafton, Neb.—Ed. Kerrigan is now mgr. for the Hynes Grain Co.

Mead, Neb.—The Farmers Union incorporated; capital stock $6,600.

Lawrence, Neb.—Geo. Hurley will be mgr. of the Farmers Elvtr. Co.

Wisner, Neb.—Farmers are interested in the formation of an elvtr. company.

Richland, Neb.—Farmers are interested in the organization of an elvtr. company.

Nebraska City, Neb.—The Paul Schminke Co. is making improvements in its plant.

Silver Creek, Neb.—A farmers elvtr. company is being organized at this station.

Hansen, Neb.—Arnold Baumann is interested in the formation of an elvtr. company at this point.

Nickerson, Neb.—The Farmers Union Co-operative Ass'n will build a storehouse at once.

Wabash, Neb.—The excavating for the elvtr. of the Wabash Grain Co. has been completed.

Lanham, Neb.—Henry Korff is operating the local elvtr. at present.—W. C. Wieters, El Campo, Tex.

Bristow, Neb.—J. A. Pasek has succeeded P. S. Person as mgr. of the Trans-Mississippi Grain Co.

Maxwell, Neb.—The C. F. Iddings Co. has bot the stock of the Maxwell Lbr. & Grain Co. for $15,000.

Snyder, Neb.—We have succeeded Conrad Schneider.—G. M. Talbert, mgr. Farmers Union Mlg. & Grain Co.

Loomis, Neb.—The Farmers Co-operative Co. is reported to be negotiating for the elvtr. of H. O. Barber & Sons.

Auburn, Neb.—W. T. York and Clarence Ord, have bot the elvtrs. of Lafe Higgins at this station, Stella and Glenrock.

Aurora, Neb. — The new elvtr. of the Farmers Elvtr. Co. has been completed. The Van Ness Constr. Co. did the work.

Ulysses, Neb.—Jos. N. West has resigned as mgr. of the Farmers Grain & Supply Co., and will leave the company May 1.

Wymore, Neb.—The following officers were elected at the recent annual meeting of the Farmers Coal, Grain & Lbr. Co.: J. H. Jones, pres.; L. N. Adkins, vice-pres.; I. W. Jones, treas., and G. T. Stephenson, sec'y.

Ames, Neb.—Chas. Haverfield is now mgr. of the Farmers Union Co-operative Ass'n and N. J. Gidley is in charge of the elvtr.

Uehling, Neb.—Henry Pieper has succeeded J. W. Koehler as mgr. of the Farmers Grain & Stock Co. A. Frost is ass't mgr.

Hartington, Neb.—Ed. Olsen, who has been ass't mgr. for the Saunders-Westrand Co., succeeded Mgr. S. C. Lynde, who has retired.

Clay Center, Neb.—The Farmers Elvtr. Co. has been organized with a paid up capital stock of $10,000 and will build or buy an elvtr.

Hampton, Neb.—The new warehouse of the Farmers Elvtr. Co. has been completed. The R. M. Van Ness Constr. Co. had the contract.

Takamah, Neb.—The Farmers Grain & L. S. Ass'n is building hog yards and will begin to handle hogs about Apr. 15.—F. S. Blackstone.

Petersburg, Neb.—The elvtr. of the Trans-Mississippi Grain Co. has been closed for the season.—E. Schnell, agt. Crowell Lbr. & Grain Co.

Snyder, Neb.—Geo. M. Talbert, formerly mgr. of the Clearwater Elvtr. Co. of Clearwater, is now mgr. of the Farmers Elvtr. & Mlg. Co. at this station.

Cortland, Neb.—The Farmers Grain & Coal Co. has completed the wrecking of its old elvtr. and work on the new 10,000-bu. house has been started.

Tecumseh, Neb.—C. F. Hardy, of Sleepy Eye, Minn., and supt. of the United Flour Mills Co., has bot the interest of Geo. E. Hotchkins in the Tecumseh Mlg. Co.

Clearwater, Neb.—L. C. Haskinson is temporarily in charge of the elvtr. of the Clearwater Elvtr. Co.—G. M. Talbert, mgr. Farmers Union Mlg. & Grain Co., Snyder.

Cozad, Neb.—The York Roller Mills will replace its plant at this station, recently destroyed by fire. J. R. Darner, mgr. for the company at York, will superintend the job.

Chappell, Neb.—The Farmers Elvtr. Co. will build a 25,000-bu. elvtr. in time for the new crops. Our officers are J. T. Frederick, pres.; Roy D. Smith, vice-pres.; and myself sec'y-treas.—H. I. Babcock.

Ames, Neb.—The recently incorporated Farmers Union Co-operative Ass'n has elected the following officers: W. H. Olsen, pres.; F. A. Davis, vice-pres.; Wm. Eldam, sec'y, and Henry Eldam, treas.

Talmage, Neb.—The Farmers Union Co-operative Ass'n has bot the elvtr. of the Bartling Elvtr. Co. which was formerly leased by A. B. Wilson. Repairs have recently been made in the elvtr. A. L. Brannan is agt.

York, Neb.—M. McCarthy of Omaha will succeed J. R. Darner as mgr. for the York Roller Mills at this point, Mr. Darner having gone to Cozad to superintend the building of a new plant for the company at that place.

Randolph, Neb.—The farmers in this vicinity are working on the organization of an elvtr. company, but have not succeeded in organizing as yet. If the organization is made, the company will no doubt buy one of the local elvtrs. here, as there are 6 at this station.—H. O. Peterson, agt. Saunders-Westrand Co.

Yutan, Neb.—We have sold our elvtr. to the Farmers Union Co-operative Ass'n and will give our attention to the banking business. The farmers ass'n consists of some hundred well to do farmers of this vicinity and we wish them success. Officers of the new company are: Nick Miller, pres.; Val Thomas, vice-pres.; O. S. Hatfield, sec'y, and Otto Wagner, mgr.—O. F. Peters, O. F. Peters Grain Co.

OMAHA LETTER.

J. B. Blanchard, for a number of years mgr. of the Gate City Malt Co., will engage in the grain business on his own account. He has applied for membership in the Grain Exchange.

Omaha, Neb.—Geo. E. Winslade has succeeded E. C. Mertens as mgr. of the Updike Mlg. Co.

Omaha, Neb.—The directors of the Grain Exchange have adopted the Federal Government Corn Grades, which will become effective July 1.

The Hynes Elvtr. Co. is the new name of the Hynes Grain Co. The company is now located in its new offices in the Omaha Natl. Bank Bldg.

Members of the Grain Exchange are agitating the question of new quarters for the exchange as the present ones are very cramped. No definite plans have been made however.

Omaha, Neb.—The Commercial Club of this city has named the following com'ite on grain and agriculture, to be a standing com'ite of the club: F. S. Knapp, chairman; C. L. Babcock, A. H. Bewsher, J. T. Buchanan, J. H. Conrad, C. C. Crowell, H. H. Holcomb, J. G. Ingwersen, C. J. Lane, J. J. Melick, John Rosicky, T. F. Sturgess, N. T. Thorson, H. G. Windheim.

NEW ENGLAND.

Hartford, Conn.—The L. C. Daniels Grain Co. is closing out its business in this city.

Waltham, Mass.—J. Cushing & Co. have bot out the Pope Grain Co., taking possession Apr. 1.

Portland, Me.—The plant of S. W. Thaxter Co. and the Galt Block Warehouse burned recently, the loss amounting to $150,000.

Kennebunk, Me.—Chas. H. Webber, who has been in the grain and hay business here for the last 42 years, has retired from active business.

Narragansett Pier, R. I.—Our elvtr. reported badly damaged by the recent heavy coast storm, was not damaged, but our coal handling machinery was destroyed.—J. C. Tucker Co.

Malden, Mass.—The Cunningham Grain Co. has installed 7 motors to replace the gasoline engine formerly used by it. Other new machinery includes a dust collector, attrition mill, power shovel, car mover and bag carrier.

Boston, Mass.—Wm. H. Purington, for 15 years doorkeeper of the trade room of the Chamber of Commerce, died at his home in Lynn, Mar. 25. Mr. Purington began as a board boy with the exchange and worked his way up to the post he held at the time of his death. He was ill for about a month.

Plainville, Conn.—James A. and Wm. S. Eaton have been made defendants in a suit brot by Herman V. Palenius for $5,600 for the death of Paul E. Palenius, the 10-year-old son of the plaintiff. The Eatons own the grain elvtr. and mill in this city and it is alleged that the boy was caught in the machinery of the mill and died from his injuries, Dec. 9, 1911. The suit is based on the assumption that the owners were negligent in allowing the boy to loiter around the plant and in not having the machinery protected so that he could not reach it. The defendants claim that they ordered the boy and his companion to wait outside the plant while the load of corn he had brot was ground and the grain he wanted was loaded in to his wagon.

NEW JERSEY.

Plainfield, N. J.—Repairs are being made on the Commercial Mill which was recently damaged by fire.

Rahway, N. J.—Moses H. Acken, for many years in the grain and feed business, was stricken with paralysis, Mar. 22, and died Mar 25. He was 79 years old.

NEW YORK.

Queens, N. Y.—Conerty Sullivan Co. incorporated to deal in grain, feed, coal, etc.; capital stock, $8,000; incorporator, Neal Sullivan.

New York, N. Y.—The Arthur Brokerage Co. has succeeded Grant & Arthur.

Geneva, N. Y.—Louis Haebling, representing the Northwestern Grain & Malt Co., bot the plant of the Geneva Malting Co. for $28,500, at the recent sale at public auction.

New York, N.Y.—H. B. Watson, formerly with MacLaren & Gentles, importers and exporters of grain, who have been handling a large amount of Argentine corn, is now local representative of Hardy & Mullenkamp of Buenos Ayres.

BUFFALO LETTER.

About 4,500,000 bus. of oats are stored and afloat in the harbor, compared with 1,000,000 bus. a year ago.

Another young grain dealer has arrived at the home of Jas. G. McKillen, mgr. for Dudley M. Irwin, and congratulations are in order.

Thos. G. Avery, formerly in the grain and elvtr. business with David S. Bennet and a member of the Chamber of Commerce, died Mar. 21 at the age of 77.

On Mar. 28 the city health dept. complained that the wet and scorched wheat in the ruins of the elvtr. of the Connecting Terminal Elvtr. Co., burned Mar. 9, was in stinking condition.

A. T. Ward of Fostoria, O., has taken charge of the purchasing of all grain for the Globe Elvtr. Co. This firm will now attempt to buy its grain in the country, whereas formerly it bot the grain on the floor.

Philos G. Cook, sec'y of the Western Elevating Ass'n since 1881, died Mar. 26, at Asheville, N. C., where he was spending the winter for his health. He has been connected with the ass'n for the last 36 years. Howard J. Smith has been appointed to succeed Mr. Cook.

On Mar. 25, the 12 big elvtrs. in the harbor were idle because of the strike of 200 monthly elvtr. men. The mgrs. of the elvtrs. were particularly hard hit as there are 6,000,000 bus. of grain afloat in the harbor that must be unloaded by Apr. 15, and every day counts. The strike originated Mar. 21, when employes at the Gt. Eastern Elvtr. refused to work overtime in unloading a special cargo of 48,000 bus. of grain from the Steamer Ward Ames. On Mar. 27 the strike spread until over 500 bin men, weighers, checkers and other employes on the 11 operating elvtrs. were out. The Spencer-Kellogg Elvtr. was the only one not affected. The contract under which the grain is handled is said to provide that the grain shovelers and men in the elvtrs. shall do no night work during the winter, but the refusal of the men to unload the Ames is considered simply a move to force an increase of 15% which has been asked. On Mar. 31 work was resumed in the elvtrs. with non-union men as none of the striking monthly men appeared at the elvtrs. Indications are that little can be done in the matter until the return of Pres. T. V. O'Connor, of the International Ass'n of Longshoremen, who is at present in Texas. The elvtrs. affected are the Exchange, Monarch, Evans, Dakota, Wheeler, Electric, American Malting, Export, Mutual, Gt. Eastern and Frontier.

NORTH DAKOTA.

Sheldon, N. D.—W. E. Ryan is mgr. of the Farmers Elvtr. Co.

Sarles, N. D.—The elvtr. of the National Elvtr. Co. burned recently.

Hamar, N. D.—Clarence Tenold is now mgr. for the Doyon Elvtr. Co.

Sanborn, N. D.—E. A. Bisbee has resigned as mgr. of the Farmers Elvtr. Co.

Rogers, N. D.—Farmers are organizing a company to handle grain and live stock.

Kenmare, N. D.—I. P. Schei of Dundas, Minn., is now mgr. for the Frontier Mlg. Co.

Halliday, N. D.—The Farmers Elvtr. Co. will build an elvtr. J. B. Dixon is pres. and H. Ulsness sec'y of the company.

Fortuna, N. D.—I am at present mgr. of the Farmers Elvtr. Co. The elvtr. of C. Steinkopf has been closed.—A. N. Sorbo.

Beach, N. D.—The Golden Valley Mlg. Co. has been organized with a capital stock of $30,000.

Hettinger, N. D.—The Hettinger Mlg. Co. will build an addition for the storage of grain if crops are favorable.—Maddock & Kain.

Warner sta. (Mooreton p. o.), N. D.—The Farmers Elvtr. Co. will build an elvtr. here.—E. E. Ingold, mgr. Farmers Elvtr. Co., Taylor.

Inskster, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. is closed for the season.—R. B. Montgomery, agt. Canton Grain Co.

Mantador, N. D.—The Farmers Elvtr. Co. has installed a Marquis Cleaner. We will remodel our elvtr. this summer.—H. A. Jacobs, agt. Atlantic Elvtr. Co.

Baldwin, N. D.—The Farmers Union Co-operative Warehouse & Elvtr. Co. incorporated; capital stock, $5,000; incorporators, Herbert W. Little, Hans Christianson and Martin Bourgeois.

Rawson sta. (Alexander p. o.), N. D.—The Farmers Elvtr. Co. will build an elvtr. to be finished by Aug. 1. Officers of the company are L. P. Clark, pres.; A. R. Jones, sec'y-treas.

Edmunds, N. D.—The elvtr. of the Hammer-Halverson-Beier Elvtr. Co. has been reopened. Wm. Alfsen has installed a new cleaner in his elvtr.—H. B. Wescom, agt. Occident Elvtr. Co.

Maza, N. D.—The St. Anthony & Dakota Elvtr. Co. has closed its elvtr. at this place for the balance of the year. But the coal business is being looked after by S. O. Leslie, agt. of Helsing Grain Co.

Mott, N. D.—S. S. Stewart of Morris, Minn., will build a mill in connection with his elvtr. The Equity Exchange will install a Midget Marvel Mill in its elvtr.—L. V. Duncanson, agt. Occident Elvtr. Co.

Ypsilanti, N. D.—We are putting in a larger leg and installing a 15-h.p. engine, and oil controlled dump. We are also making minor repairs and will have the work finished by the first.—Farmers Elvtr. Co.

Hoving sta. (Milnor p. o.), N. D.—The Farmers Equity Elvtr. Co. has let contract to the L. O. Hickok Constr. Co. for its 40,000-bu. elvtr. The new house is to be completed May 15, and will be equipped with the latest machinery.

Loring sta. (Dunn Center p. o.), N. D.—We expect that the railroad will run thru our town this summer and if it does a farmers elvtr. will probably be built, but there is no elvtr. here now nor an immediate prospect of one.—P. M.

Rolette, N. D.—The Minnekota Elvtr. Co. recently was granted a reversal of the judgment of the Benson County Court in the suit by A. B. Herrmann to recover under a chattel mortgage on grain bot by the elevator company from a landlord, Robertson, and tenant, Tetrault. The court decided against plaintiff, Herrmann, on the ground that his mortgage could not be applied to the grain until there was a division of the respective shares of the landlord and tenant, and there had been no division, the grain of both parties being mixed with that of other persons in the elvtr. bins.

Kloten, N. D.—The elvtrs. of the Farmers Elvtr. Co. and the Winter-Truesdell-Ames Co. burned Mar. 24. Fire was discovered under the driveway of the Farmers Elvtr., which had been closed for some time and contained no grain, at 12:30 p. m., the building being completely destroyed. Six hours later, at 6 p. m., fire was discovered in the same place in the other elvtr.; and, as there is no fire protection in the village, it also burned to the ground. The elvtr. contained about 20,000 bus. of grain, fully insured. It is believed that both fires are the work of an incendiary. The Farmers Elvtr. was insured for $4,200; the total loss is placed at $25,000. Both elvtrs. will be rebuilt.

Kloten, N. D.—We are fully insured on the grain in the elvtr. burned Mar. 24 and very slightly under-insured on the house. We will replace the elvtr. with a 30,000-bu. house of the same plan as the old one, equipped with 8-h.p. Fairbanks Engine, 6-ton Fairbanks Scale, 100-bu. hopper weigh out scale on floor but built on separate supports from the ground up and 5x11 in. cups on belt.—T. G. Winter, pres. Winter-Truesdell-Ames Co., Minneapolis.

Kenmare, N. D.—The elvtr. of the Osborn-McMillan Elvtr. Co. containing 15,000 bus. of grain, burned at 12:30 a. m., Apr. 2; loss on the building, $5,000; building and contents fully insured. The blaze had gained considerable headway when discovered and the fire dept. devoted its efforts to saving the elvtr. of the Occident Elvtr. Co. and the plant of the Frontier Mlg. Co., which tho badly scorched, were saved. It is thot that the fire started under the driveway near the scales, tho the cause is a mystery. Very little of the grain burned but it is badly damaged by smoke and water. The elvtr. will probably be rebuilt at once. Oscar Swenson, formerly mgr., checked out Mar. 31, and the new mgr., L. Englar, of Velva, took charge only the day before the fire.

OHIO.

Savannah, O.—J. J. Brown has started work on his new elvtr.

Haviland, O.—Finnigan & Mitchell are scoop shovelers here.—S.

Ohio City, O.—We have succeeded A. Whitney.—Ohio City Elvtr. Co.

Rochester, O.—The Rochester Elvtr. Co. has succeeded Currey, Ketchum & Fisher.

Circleville, O.—We will build another 50,000-bu. elvtr. within the next 30 days.—C. E. Sears & Co.

Cedar Valley sta. (Overton p. o.), O.—I have succeeded A. W. Smyser and now own the only elvtr. here.—T. E. George.

Lyndon, O.—I am the only grain dealer here. The plant of John Parrett & Son is vacant.—D. G. Coyner.

New Winchester sta. (Bucyrus p. o.), O.—J. D. Winters will overhaul the elvtr. that he recently bot from me.—J. E. Fink.

Lima, O.—Wm. Green is out of the grain business at this point and is now sec'y of the Lima Transportation Club.

Magnetic Springs, O.—After May 1, the elvtrs. here and at Claybourn, will be operated as Perry Bros.—W. H. Perry.

Ney, O.—B. F. Dean has resigned as mgr. of the Citizens' Grain & Coal Co. and is now scoop shoveling grain.

Mansfield, O.—Lantz Bros. have bot an automobile truck for use in their city and country delivery service.

Mansfield, O.—Bahmler & Stutz succeeded Bowden & Stutz, C. A. Bahmler buying the interest of S. F. Bowden.

Columbus Grove, O.—The Annesser Mill Co. has succeeded Annesser & Alt. F. X. Annesser is mgr.

McComb, O.—Cruikshank & Bennett succeeded L. J. Cruikshank. E. J. Bennett is in charge of the business.

Columbus, O.—The Ohio Grain Dealers' Ass'n 1914 convention will be held at Cedar Point, O., June 17 and 18.—C. C. J.

Lima, O.—We are building a 28x50 ft. warehouse and will cover it with fireproof composition roofing.—Andrew Ringlein.

Goes, O.—We are moving our plant to Columbus and will turn it into an electrical plant, as there is no grain handled here.—W. A. Foureman.

Paulding, O.—The only regular dealers at this station are Chas. Ozias and Harlan Bros. All others are scoopers, interlopers and disturbers.—S.

Yorkshire, O.—We have bot a 30 h. p. engine to be installed in our elvtr. We will also give the elvtr. a complete overhauling.—Yorkshire Grain Co.

Lima, O.—H. W. McDonald of Greenville, O., has been employed as sec'y of the Tri-State Shippers & Producers Ass'n, succeeding T. P. Riddle, resigned.

Haskins, O.—Officers of the new Farmers Grain Co. are P. A. Ziss, pres.; John Shutzberg, vice-pres.; F. J. Brand, sec'y-treas., and F. W. Toan, mgr.

Sugar Creek, O.—The Baker Cereal Mills Co., incorporated to do a milling business; capital stock, $25,000; incorporators, H. H. Baker, E. A. Synder, B. I. Jones and S. D. Barr.

Sidney, O.—On Mar. 19 the Citizens Bank Bldg., in which our office was located, was destroyed by fire. We saved our books and valuable papers.—J. E. Wells & Co.

Marion, O.—Barhthouse & Son do not operate an elvtr. at this station and I am still in business. I did not sell my plant as I had planned but may do so later.—A. W. Baxter.

Ashville, O.—The elvtr. of C. E. Groce is undergoing repairs in its power equipment. Two induction motors have been substituted for the steam boiler and engine.—C. C. J.

Akron, O.—The will of Alfred M. Barber, grain dealer, has been admitted to probate. Mr. Barber left large sums to charity, including $150,000 for the establishment of an old people's home.

Fostoria, O.—The promotors of the Farmers Mlg. & Supply Co., have secured an option on the plant of the Buckeye Mills Co. and if the organization is completed will take over the plant.

Mansfield, O.—F. H. Tanner, sec'y Ohio Millers Ass'n, reports many new members and expects a big attendance at the Ohio Millers Convention to be held in the Virginia Hotel, Columbus.

Loudonville, O.—We have succeeded Levering Bros. Our officers are S. S. Nau, pres.; E. A. Nau, vice-pres. and treas.; H. J. Be Bout, sec'y.—Edmond Allen, gen. mgr. Southside Elvtr. Co.

Columbus, O.—The Ohio State Millers Ass'n will hold its annual meeting in this city Apr. 16 and 17, with headquarters at Hotel Virginia. A fellowship dinner will be held at 6 p. m., Apr. 16.

Beach City, O.—I have bot the elvtr. of W. W. Glenn & Son here and will operate it myself. That company is out of business, W. W. Glenn having died. I also own the mill at this station.—W. M. Siefer.

Millersville, O.—The elvtr. of the Sneath-Cunningham Co. at this station was bot by Homer Thiebaut instead of by Ezra Ash as has been reported. Mr. Thiebaut will personally conduct the business.

Maple Grove, O.—The Maple Grove Farmers Elvtr. Co. incorporated; capital stock, $15,000; incorporators, Chas. E. Feasel, Howard J. Fry, Wm. O. Reihm, Jos. Kinmert and M. N. Meuch.—C. C. J.

Ashville, O.—The Ashville Grain Co., incorporated; capital stock, $25,000; incorporators, A. E. Weaver, A. M. Peters, J. H. Sark, J. R. Hott and Chas. Ward. The company has selected a site for an elvtr.

Columbus Grove, O.—We have bot a Williams Patent Grinder as well as other feed grinding machinery and will thus have our plant thoroly equipped for making feed.—F. X. Annesser, mgr. The Annesser Mill Co.

Woodland sta. (Prospect p. o.), O.—Work has been started on the new Lennox Elvtr. by the Burrell Engineering & Constr. Co., which has the contract for remodeling the elvtr. New machinery will be installed by the Philip Smith Mfg. Co.

Arcadia, O.—The J. L. Rouze Co. is remodeling its elvtr., putting it on a new cement concrete foundation. New machinery of the B. S. Constant type will be installed. The Burrell Engineering & Constr. Co. is doing the work.

Milton Center, O.—The Henry Hartman Elvtr. here is the property of the Merchants & Farmers Bank of Custar which went to the wall Mar. 18. The property has not yet been settled up and the elvtr. is not in operation at present.—W. C. Marks.

Landeck sta. (Delphos p. o.), O.—Someone stole a team and then stole 3 bags of clover seed from the Garman Grain Co. The seed was sold to the Square Deal Elvtr. Co. of Cecil. Buyers who pay strange sellers by check assist in locating thieves.

Weston, O.—The Rural Grain Co., incorporated to do a general grain and elvtr. business; David E. Lashley, Oliver C. Craft, Lewis Hendricks, Peter Lugabihl, Edison E. Wade, Alva J. Hartman and Albert R. Buck, incorporators; capital stock, $20,000.—C. C. J.

Horton sta. (West Mansfield p. o.), O.—W. F. Sackett, who has owned and operated the Horton Elvtr. for the last two years, has sold a half interest in the business and stock to O. W. Carahoof. The firm name will be Sackett & Carahoof, with headquarters at West Mansfield.

Fostoria, O.—Chas. and Minnie Franke have been made defendants in a suit brot by J. F. Wm. Jaeger, who alleges that the defendants failed to convey the elvtr. and mill at this point to the Farmers Mill & Elvtr. Co., which prevented the plaintiff from obtaining $5,000 worth of stock in the company.

Lima, O.—C. E. Young & Son handle hay and grain but principally hay. The Lima Grain & Seed Co. are still in business here. On account of the fact that our name does not signify our line of business we have decided to rechristen it, and will operate as the Robinson Grain Co. We are track buyers.—Robinson & Co., now Robinson Grain Co.

La Rue, O.—The plant of the La Rue Flour Mills Co., owned by W. O. Rish, containing a car load of oats and a large quantity of clover and other seeds and 100 bbls. flour, burned at 3 a. m., Mar 29; loss $8,000; partly covered by insurance. The building was a mass of flames when the fire was discovered. Negotiations for the sale of the plant were pending, L. E. Bartholomew of Upper Sandusky being the prospective owner.

Lindsey, O.—We will build a 12,000-bu. elvtr. on the L. S. & M. S. at this station. The equipment will include cleaner, automatic shipping scales, hopper scales, two 8x22, 6-ton scales, dormant scales, corn and cob crusher, attrition mill, grinder, sheller overhead dump, 50 h. p. oil engine and 2 legs. We are not connected with the Farmers Merc. & Elvtr. Co. J. H. Rouse is pres., E. W. Rouse sec'y, and E. S. Loose treas. of our company.—Lindsey Grain Co.

Columbus, O.—The Ohio Shippers Ass'n thru its pres., chairman of executive com'ite and sec'y has filed with the Interstate Commerce Commission a protest against the granting of permission to carriers to impose extra charges for spotting cars. J. W. McCord, sec'y, has written to shippers suggesting that they give the subject careful thought and then write Geo. B. McGinty, sec'y Interstate Commerce Commission, Washington, giving their views, supported by argument.

CINCINNATI LETTER.

W. E. Bange, formerly deputy weigher of the Chamber of Commerce, is now with the C. S. Emrick Co.

Henry E. Wehry, sales manager of the National Hay & Grain Co., has applied for membership into the Chamber of Commerce.—S.

August Ferger, grain merchant, has contracted for the construction of a beautiful residence at Madison road and Easthill avenue.—S.

The Agricultural Com'ite of the Chamber of Commerce is making strong efforts to have Hamilton County better represented in the annual Buckeye Boys' Corn-growing contest.—S.

We have bot the 200,000-bu. elvtr. of the Union Grain & Hay Co., the transaction involving only the elvtr. of the company and not including the warehouses belonging to it. The house was built 10 years ago at a cost of $90,000 and will be operated in connection with our other elvtrs.—L. B. Daniel, Early & Daniel Co.

The transfer of the elvtr. of the Union Grain & Hay Co. to the Early & Daniel Co. will not affect the business of the former owners. They will still operate the warehouse and track business.

The Weber Hay & Grain Co. suffered a fire loss of $17,000, Apr. 4, when a fire started in the elvtr. The damage to the building amounted to $2,000, but $15,000 worth of grain was badly water soaked.

Frost recently in the lowlands of Cincinnati and vicinity was not severe enough to do any damage to the growing crops. During the past week there has been a heavy rainfall, and the farmers declare that it has been very beneficial to growing wheat.—S.

Grain and hay men are well represented on the arbitration and appeals com'ites of the Chamber of Commerce. Members of the com'ite of appeals are John De Molet, H. Lee Early and Wm. H. Kramer; on the com'ite of arbitration are John E. Collins, Chas. W. Schmidt and Jos. Van Leunen.—S.

The Grain & Hay Exchange has requested the directors of the Chamber of Commerce to withhold the appointment of grain inspectors and weighmasters until a recommendation has been received from the exchange. The matter will be thoroly discussed at the next regular meeting of the exchange.

Henry J. Good, the grain commission broker, is in bad again. This time it is in the divorce courts. His wife filed suit in the insolvency court asking for a divorce, the custody of their two children, and for alimony. She charges cruelty, neglect and habitual drunkenness. She claims that he has failed to provide for her and their children, and refused to pay the necessary household expenses. Mrs. Good declared that this treatment has practically dated from their marriage in Covington, August 6. 1904.—S.

The Industrial Buro of the Chamber of Commerce has announced that C. S. Foulds who recently retired from the Foulds Mlg. Co. of Chicago, Ill., will engage in the macaroni business at this market, operating as the C. S. Foulds-Briggs Co. The company has just been incorporated by C. S. Foulds, Margaret F. Hackett, J. P. Kidney, Robt. A. Taft and Albert T. Winklemann. The capital stock is $50,000 and the company will manufacture macaroni and other cereal products. Mr. Foulds has applied for membership in the Chamber of Commerce.

TOLEDO LETTER.

Claude M. Whitney has been admitted to membership in the Produce Exchange on transfer from John F. Courcier.

O. W. Randolph with the Mollett Grain Co. has applied for membership in the Produce Exchange on transfer from D. B. Noyes.

A meeting of the Fulton County local grain dealers ass'n was held in the Boody House on March 25. It was decided to support any movement tending to keep intact the Northwestern Ohio Grain Dealers Ass'n. Eli Short, sec'y, was selected as a delegate to attend the meeting at Lima on March 27. The following were present: W. H. Lambert, Delta; J. P. Lathrop, Berkey; S. L. Rice, Metamora; Geo. Forrester, Swanton; H. G. Dehring, Curtice; Frank Bartlett, Naomi; John Monroe, Archibald; Mr. Weise, Pettisville. Geo. Howe, who is interested in elvtrs. at Lyon and Greenleaf, and W. C. Cutler, Adrian, Mich.

OKLAHOMA.

Alva, Okla.—Ed. Chister is building an addition to his elvtr.

Addington, Okla.—Cliff Bros. are out of business at this point.

Welch, Okla.—The elvtr. of the Mead Grain Co. is closed and Mgr. W. G. Lay has gone away.

Roff, Okla.—The elvtr. of the Denison Mill & Grain Co. will be closed for some time for repairs.

Nash, Okla.—W. W. Warner has succeeded O. W. Childs as mgr. for Randels & Grubb at this station.

Ada, Okla.—Burglars entered the office of the Ada Mlg. Co., dynamited the safe and carried away $700 in checks.

Elgin, Okla.—H. G. Smith, formerly with J. B. Hallum at Fletcher, is now mgr. for the Eagle Grain Co. at this station.

El Reno, Okla.—H. Dittmer, mgr. of the Canadian Mill & Elvtr. Co. since Jan. 1, has been seriously ill with typhoid fever.

Norman, Okla.—We will make a few changes when we repair our elvtr. and will install a new sheller and cleaner.—S. G. Ambrister.

Afton, Okla.—E. J. Clapper of Stella, Mo., has bot the mill and elvtr. of the Afton Mlg. Co. and will overhaul the plant before putting it into operation.

Martha, Okla.—I recently bot the Martha Alfalfa Mill and may operate it and handle grain this season (scoop shoveling). I will also handle hay, coal and feed.—E. M. De Berry.

Forgan, Okla.—W. O. Woods & Co. of Liberal, Kan., have sold their elvtr. at this station to The Forgan Equity Exchange, which has taken possession and is now operating the house.—M.

Waurika, Okla.—J. D. Parson, formerly at Devol, is not in the grain business at present, having quit about 3 months ago. He was only a scoop shoveler and never did own an elvtr.—M. C. Groseclose of Groseclose & Wagner.

Devol, Okla.—J. D. Parsons has no elvtr. here. We own and operate one of the houses and the other, a small unloader, belongs to the Devol Grain Co. Mr. Parsons bot corn here last season.—G. W. Chesher, agt. Wichita Mill & Elvtr. Co.

McAlester, Okla.—The Katy Mill & Elvtr. Co., which recently signed a petition in bankruptcy at Caddo, where it has an elvtr., has also gone into bankruptcy at this point. J. A. Moore of Caddo has been appointed trustee. The liabilities are placed at $28,000.

Pensacola, Okla.—I will operate my recently completed elvtr. as the Pensacola Mill & Elvtr. The house is of frame construction, iron clad, with a capacity of 5,000 bus. It is located on the M. O. & G. R. R. and the equipment includes a gasoline engine.—J. E. Jones.

Verden, Okla.—The statement that I am operating the elvtr. formerly operated by Wilson & Estes, that firm having been dissolved, is incorrect. I am not operating the house but have leased it to Geo. Reid. I am now working for the Chickasha Mlg. Co. and am the local agt. for that firm here.—Geo. E. Estes.

Cleveland, Okla.—The plant of the Cleveland Mlg. Co., containing a large amount of feedstuffs, burned at 7 p. m. Mar. 12; loss $6,000; insurance $5,300. The fire started in a pile of corn cobs on the south side of the plant and spread so rapidly that only a few sacks of scorched feed and the office books were saved.

Enid, Okla.—When Chas. P. Kester, employed by the Enid Mill & Elvtr. Co., attempted to oil a box on a line shaft without shutting off the engine, his arm was caught in a clutch and he was hurled around the shaft at a rate of 185 revolutions a moment. He was terribly crushed and bruised when released and died a few hours later.

OREGON.

Portland, Ore.—John H. Noyes has succeeded W. R. Bogot as mgr. for the California & Oregon Grain & Elvtr. Co.

Perrydale, Ore.—The only elvtr. at this station is that of the Perrydale Mlg. Co. The company has a total storage capacity of 50,000 bus. H. J. Elliott is mgr. and owner.—D. L. Keyt.

Portland, Ore.—W. R. Bogot, who has been local agt. for the California & Oregon Grain & Elvtr. Co. for a number of years, will engage in the grain business on his

own account, operating as W. R. Bogot & Co.

PENNSYLVANIA.

Lancaster, Pa.—Geo. W. Atlee, retired grain dealer and miller, died Mar. 26 at the age of 90.

Hereford, Pa.—David G. Treichler, for many years in the grain and milling business in this vicinity, died Mar. 30.

Womelsdorf, Pa.—Geo. Filbert, who has been in the grain and feed business for many years, died recently at the age of 76.

Pittsburgh, Pa.—W. W. Beatty, with C. A. Foster, has been critically ill for some time and grave fears are felt by his friends.

Selinsgrove, Pa.—B. Frank Herman, pres. of the Monroe Mlg. Co. and well known to the grain trade, died Mar. 18 from kidney trouble.

Lime Valley, Pa.—We intend to build a concrete grain elvtr. this spring, 40x32 ft., 38 ft. high, divided into 8 bins. The roof will be concrete.—H. S. Hunsecker.

Pittsburgh, Pa.—The Traffic Club held its twelfth annual banquet Mar. 27. Frank J. Ryley, pres. of the Baltimore (Md.) Traffic Club, was the guest of the evening.

PHILADELPHIA LETTER.

Wm. Robb, father of James Robb of Richardson Bros., died Mar. 30.

A little daughter of J. Dawson Walls, partner in the firm of S. H. Young & Co., died recently.

Albert E. Emmons, for many years identified with Brooke & Pennock, has engaged in the grain business on his own account.

Wm. W. Smith, official board man of the Commercial Exchange, is proudly wearing the laurels of a grandfather for the first time.

The following have applied for membership in the Commercial Exchange: E. Ray Webb, Harry Shutts, and The Philadelphia Seed Co., Inc.

Howard R. Applegate of Trenton, N. J., is held to the grand jury on the charge of embezzlement brot by E. C. Hutchinson, pres. of the Hutchinson Mlg. Co.

The report of G. Heide Norris, referee in the suit of the Keystone Elvtr. & Warehouse Co., against the Pennsylvania Ry. Co. to recover a balance of $17,551.04 with interest from January 24, 1911, for services rendered in receiving, handling, storing, etc., shipments of grain from March 1, 1909, to April 30, 1910, has been sustained by the Court of Common Pleas, Philadelphia. The report orders the railroad company to pay the amount demanded.

The grain export business of this port is threatened seriously because of the action of the Lehigh Valley and Erie Ry. Co.'s in loading full cargo steamships at New York ¼c per bu. cheaper than the rate in force here at either the Girard Point terminal of the Pennsylvania or the Port Richmond terminal of the Reading. More than a month ago the Commercial Exchange protested to the Pennsylvania, Reading and Lehigh Valley officials against the lower export charge prevailing at New York and requested that Philadelphia be placed on a parity with all other North Atlantic ports in addition to having its differential maintained. So far no reply has been received from the railroads, but intimations have been given that the roads serving Philadelphia would make a strong effort to see that this port is not discriminated against. On April 15 the new $1,000,000 elevator at Girard Point will be formally placed in operation. The exchange will insist that the elvtr. charges here shall be on a parity with New York.

SOUTH DAKOTA.

Leola, S. D.—Eugene Regan is now mgr. for Regan & Hooper.

Gayville, S. D.—J. S. Fargo will succeed Nick Smith with the Van Osdel Grain Co.

Rosholt, S. D.—Farmers are greatly interested in the organization of an elvtr. company.

Britton, S. D.—The Britton Mlg. Co. will build a 24,000-bu. addition to its storage plant this summer.

Astoria, S. D.—The elvtr. of the Western Grain Co. has been closed for the present. C. B. Hanson was mgr.

Platte, S. D.—The elvtr. of M. King is closed.—Carl Hammer, mgr. Charles Mix County Farmers Co-operative Co.

Florence, S. D.—The elvtr. of the Atwood Stone Co. has been leased and is operated by H. C. Hagen.—Nye, Jenks & Co., Minneapolis.

Pierre, S. D.—April 1 was tax day in this state, and lots of grain was moved out of elvtrs. and warehouses to avoid the tax assessor.

Beardsley sta. (Parkston p. o.), S. D.—The elvtr. recently purchased by C. Rempfer and Martin Wudel is now operated as the Beardsley Elvtr. Co.

De Smet, S. D.—We will build an up-to-date 40,000-bu. elvtr. equipped with the latest machinery.—R. M. Jorgensen, buyer Farmers Co-operative Ass'n.

Dallas, S. D.—We will build an elvtr. for storage this summer and will operate it in connection with our 80-bbl. mill, which is equipped with up-to-date machinery.—Dallas Mlg. Co.

Emery, S. D.—S. Glanzer has bot the interest in the elvtr. of D. M. Hofer of Bridgewater, in the line of Tschetter & Hofer elvtrs. The elvtr. here is operated as Hofer & Mayer.

Milbank, S. D.—J. A. Bailey of Wahpeton and C. B. Bailey of Beardsley, Minn., have bot the elvtr. of the Reliance Elvtr. Co. C. B. Bailey will be mgr. Possession will be given July 1.

Jefferson, S. D.—I have succeeded John F. Burns as mgr. for J. J. Mullaney, Mr. Burns having gone to Hornick, Ia., as mgr. for the Tiedeman Elvtr. Co. We are installing a new feed mill in our elvtr.—R. D. Arthur.

Brookings, S. D.—The report that we would move our grain business to Conrad, Mont., discontinuing here, is incorrect. We operate elvtrs. at Miller, Arlington and Brookings, S. D., and at Lake Benton, Minn.—Geo. P. Sexauer & Son.

Emery, S. D.—We have torn down an old flat house that we have not been using and are building a 24x32x12-ft. flour warehouse and an 18x70-ft. coal shed. We have decided to add flour, feed and coal to our grain business.—J. Driscoll, mgr. Farmers Mutual Elvtr. Co.

Egan, S. D.—The F. M. Tusia Grain Co. has let contract for the wrecking of its 2 elvtrs. at this station and will build a 28x38x70-ft. elvtr. on the site of the S. Y. Hyde Elvtr. which it recently bot. The new house will have a full size basement with cement floor and will be equipped with automatic scale, cleaner, and feed mill. It will be covered with galvanized steel and operated by electricity. The contract calls for the completion of the house June 1.

SOUTHEAST.

Tampa, Fla.—The old Seaboard Elvtr. is being repaired.

Columbus, Ga.—The Empire Mills Co. will build a new concrete elvtr.

Birmingham, Ala.—The Miller Grain & Com's'n Co. incorporated; officers, W. L. Miller, pres. and gen. mgr. and L. J. Miller, sec'y.

Raleigh, N. C.—The grain and feed warehouse of Morgan & Co. burned recently but much of the sacked grain and feed was salvaged.

Atlanta, Ga.—The W. S. Duncan Co. has increased its capacity for handling grain shipments by making additions to their trackage facilities.

Clarksburg, W. Va.—Mountain State Feed & Supply Co. incorporated to buy, sell and deal in grains; capital stock, $20,000; incorporators, L. Reitz, J. J. Hensley, Wm. Devore, J. L. Libert, and O. M. Schultz, all of Parkersburgh.

Birmingham, Ala.—North Birmingham Grain Co. incorporated; capital stock $20,000 with $12,000 paid in; officers, H. Koekritz, pres.; A. J. McCurry, vice-pres., and J. H. Berry, sec'y-treas.

Mobile, Ala.—R. V. Taylor, vice-pres. and gen. mgr. of the B. & O., is reported to have recommended that the B. & O. Elvtr. be put into condition to handle grain. The work would cost about $20,000.

Statesville, N. C.—A company has been organized by W. W. and W. J. Tharpes, J. A Maiden, W. A. Overcash and Robt. Miller to take over the City Flouring Mills. Elvtrs. will be built and an ice plant installed. James E. Tharpe is gen. mgr. and R. A. Miller supt. of the company.

Covington, Ga.—We do not grow much corn here, very few farmers having more than enuf for their own use. All of the surplus is bot and consumed here at home and none is shipped away. Western shipments to us are growing smaller each year and merchants think they will cease entirely in a few years. For 40 years cotton has been grown to the exclusion of all other crops. Every farmer grows some corn now but only a few have more than they need.—T. J. Shields.

TENNESSEE.

Bristol, Tenn.—J. C. Copenhaver has bot the elvtr. and seed business of Cowan Bros.

Nashville, Tenn.—Bratton Bros. have engaged in the grain and seed business at this point.

TEXAS.

Lissie, Tex.—The Lissie Elvtr. Co. has reduced its capital stock from $8,000 to $7,500.

Beaumont, Tex.—W. P. H. McFadden has been elected pres. and gen. mgr. of the McFadden-Weiss-Kyle Rice Mlg. Co.

Krum, Tex.—Work has been started on the new elvtr. of R. L. Cole, which will replace the house burned July 1, 1913.

Wichita Falls, Tex.—The Wichita Mill & Elvtr. Co. incorporated; capital stock $300,000; incorporators M. and Ed. L. Lasker and Frank Kell.

Lissie, Tex.—We do not buy grain at this station, handling only rice for loading and storage.—E. Sinclair, sec'y Lissie Elvtr. Co.

Denison, Tex.—We will install a flour mill in connection with our grain business.—V. H. Adamson, sec'y Denison Mill & Grain Co.

San Antonio, Tex.—The Pioneer Flour Mills Co. will spend $80,000 in improvements in its plant and will increase its storage capacity.

Fredericksburg, Tex.—Ernest Wilke has bot the mill and elvtr. of the Reliance Roller Mill & Elvtr. Co. He will put the plant in good condition, making the necessary repairs and operate it himself.

Beaumont, Tex.—The Josey-Miller Grain Co. filed suit Mar. 23 against the Gulf, Colorado & Santa Fe Ry. Co. to recover $696.85, the alleged value of feed stuff which was in cars along side of the Josey-Miller mill at the time of the recent fire and was destroyed by the fire. Plaintiffs allege the feed stuff had been placed in possession of defendant for delivery to destination and was in possession of the defendant at the time it was destroyed.

Fort Worth, Tex.—The outcome of the recent hearing before the state railroad com's'n in regard to the "stoppage in transit" rules in which our ass'n has been deeply interested, is a practical and convincing demonstration of what can be accomplished by united effort. It bears mute testimony to the efficacy of co-operation and the power of organization, for without the help of the many broad-gauged, level-headed and energetic members of this ass'n our efforts, in the face of the strong opposition with which we were confronted, would have undoubtedly resulted in failure.—F. G. Moore, pres. Texas G. D. A.

El Paso, Tex.—The elvtr. owned by the Sunset Grain & Elvtr. Co. burned at 7:20 a. m. Mar. 24. The fire burst out of the cupola without warning and the whole building was soon a mass of flames. The house has been empty and practically abandoned for the last 3 years. This is the 5th fire discovered in the building in the last 4 months, the house having been a harbor for tramps. The house was built in 1902 by the J. Rosenbaum Grain Co.

Beaumont, Tex.—As a result of the burning of the elvtr. of the Josey-Miller Co. last October, the company brot suit for $77,000 damages against the Beaumont Waterworks Co., claiming that it has neglected to furnish them with water in the private pipes and plugs of the grain company as had been contracted for and that the entire plant was destroyed on account of the lack of water. On Mar. 28 the grain company asked an injunction to restrain the Beaumont Waterworks Co. from going out of existence and asking the court to continue its charter in full force until further orders of the court. The waterworks company had already asked for a receiver.

Galveston, Tex.—The "Sunset" Elvtr., owned by the Sou. Pac. Terminal Co., and operated by the J. Rosenbaum Grain Co., was damaged to the extent of $50,000 by fire following a dust explosion on the floor above the bins Mar. 30. The explosion occurred at 9 a. m., but as the force was outward no one was hurt, altho a hole 20 ft. deep and 250 ft. long was blown in the two side walls. The fire that followed was practically extinguished by the sprinkler system installed in the building, but about 80,000 bus. of grain in the bins is said to be seriously damaged by the water. Repairs will be made and it is hoped to have the house in running order again in a couple of weeks.

Fort Worth, Tex.—The state railroad com's'n on Mar. 24 announced that it had made the following changes in the "stoppage in transit" rules affecting the handling of grain and grain products in the state, the new rules becoming effective Apr. 20: "A storage privilege has been granted on bran and shorts that have been milled from wheat that has been granted a milling privilege, but not a stopping privilege before it reaches the milling point; provision has been made for forwarding cars from stopping point on billing of all lines entering the stopping point, by requiring each line to furnish B/L for its proportion of outbound cars; the same rule for calculating out of line and back haul distance that applies on mill products has been made to apply on grain; the same charge of ½c per ton per mile applicable on products has been made to apply on grain; the same free service of 100 miles applying on products has been extended to apply on grain and there will be no limit to the distance which grain may be backhauled or hauled out of direct line. The time limit at stopping point has been extended to 10 months on grain and 12 months on products."

UTAH.

Salt Lake City, Utah.—The Utah Cereal Food Products Co. incorporated; capital stock, $100,000; incorporators and officers, Jesse Knight, pres.; Gov. Wm. Spry, 1st vice-pres.; J. A. Hendrickson, Logan, 2d vice-pres.; Abgus T. Wright, Ogden, 3d vice-pres.

WASHINGTON.

Quincy, Wash.—E. I. Huffman has succeeded Louis Delivuk as mgr. of the Farmers Elvtr. Co.

Seattle, Wash.—The new 100,000-bu. concrete tank elvtr. of the C. H. Lilley Co. has been completed.

Spokane, Wash.—The following elvtrs. have recently been built by the Delivuk-Buchholtz Constr. Co.: Two for the Waterville Union Grain Co. at Withrow and Supplee sta. (Withrow p. o.); and two for the Wheeler Union Trading Co. at Wheeler and Sieler Siding sta. (Neppel p. o.),

Marcellus, Wash.—Farmers Elvtr. Co. organized; capital stock $5,000; officers S. J. Williams, and V. A. Langlois, sec'y.

WISCONSIN.

Prescott, Wis.—The Equity Exchange will take possession of the elvtr. it recently bot of the M. T. Dill Grain Co., July 1.

Prescott, Wis.—Geo. S. Hollister of the M. T. Dill Grain Co., who has been traveling in California for the last two months, has returned to Prescott.

Burkhardt, Wis.—The Burkhardt Mlg. & Electric Power Co. will build a new concrete dam below the mill and as soon as it is completed will transmit power to its mill and elvtr., operating by electricity.

Kenosha, Wis.—Work of wrecking the ruins of the two big elvtrs. of the M. H. Pettit Malting Co., burned Mar. 17, began Mar. 21. The company decided to give away a million feet of lumber which was charred and rendered fit only for kindling and fire wood. The Donahue-Stratton Co. is handling the salvaged barley amounting to about 150,000 bus. which will be sold for feed.

Superior, Wis.—A petition protesting against the high tax rate of the state on grain stored in local elvtrs. and asking a reduction so that the elvtrs. here can compete with Minnesota houses, is being prepared by members of the board of trade and business men of the city. The petitioners are incensed over the fact that the high rate assessed by the state has caused many grain dealers to ship to Minnesota elvtrs., especially those located in Duluth. The Wisconsin tax on grain in Elvtr. S. of the Gt. Nor. Ry. Co. is far greater than the aggregate amount received by the state of Minnesota from its license fees against every elvtr. in the state, according to E. L. Le Clair. Various elvtrs. in Superior have had their shipments discontinued, a notice having been received that the grain which was to have been received by local elvtrs. will be shipped to Duluth. Altho the elvtr. capacity in Superior is greater than that in Duluth at present, it will not continue to be so, if the Wisconsin tax rate is not lowered.

MILWAUKEE LETTER.

The finance com'ite of the Chamber of Commerce has fixed the rate of interest on advances at 5% for April.

James A. Mander was unanimously elected pres. of the Milwaukee Chamber of Commerce at the annual election Apr. 6. Other officers elected are: A. K. Taylor, first vice-pres.; Charles A. Krause, second vice-pres.; Harry A. Plumb, sec'y-treas. Frank J. Coughlin, Harry M. Stratton and A. R. Templeton were elected Directors. Board of Arbitration: Wallace M. Bell, W. E. Schroeder and Chas. Zaumeyer. Board of Appeals: S. G. Courteen and J. J. Crandall. The annual meeting will be held April 13, at which time the annual reports will be made and the newly elected officers installed.

WYOMING.

Kemmerer, Wyo.—E. R. Beckstead, W. Bell and D. Sullivan have formed a partnership and will operate as Beckstead, Bell & Co., dealing in hay, grain and coal.

AN ACCOUNTING system for co-operative elevator companies is in course of preparation by the Office of Markets of the United States Department of Agriculture. Concerning this system, W. H. Kerr, assistant in Co-operative Organization Accounting, writes: "It is our aim to devise a system for the farmers elevators that will be complete and as simple as possible. It is our purpose to help in all ways possible to perfect the business methods of all co-operative organizations thruout the United States."

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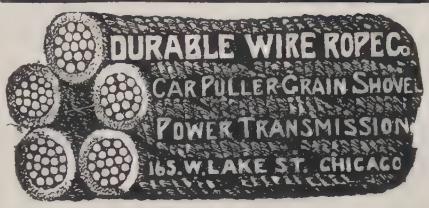

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Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Ill. Cent. has established a 9c rate on Argentine corn from New Orleans, La., to Memphis, Tenn.

N. Y. N. H. & H. quotes reduced rates on Argentine corn from New York to New England points, effective May 1.

C. R. I. & P. in 15821D quotes rates on corn, kafir and oats between its stations in Mo.; and its Kan. and Neb. stations, effective Apr. 8.

West Shore in A10131 quotes rates on wheat, barley, corn, rye, oats and flaxseed from Buffalo, N. Y.; to Me. Cent. stations, effective Apr. 20.

C. I. & L. in Sup. 3 to 2487-A quotes domestic and export rates on grain and grain products from its stations to New York, effective Apr. 15.

C. B. & Q. in Sup. 33 to 5400A quotes rates on grain and grain products between its stations; and points on Missouri River, effective Apr. 15.

C. C. C. & St. L. in Sup. 16 to 1393E quotes rates on grain and grain products from Toledo, O.; to points in C. F. A. territory, effective Apr. 15.

C. C. C. & St. L. in Sup. 29 to 1373A quotes rates on grain and grain products from Cincinnati, O.; to points in C. F. A. territory, effective Apr. 15.

C. P. & St. L. quotes a proportional export rate of 14½c on grain from Peoria and Pekin, Ill.; to Mobile, Ala., and New Orleans, La., effective Apr. 20.

T. P. & W. in Sup. 6 to 932 quotes rates on grain and grain products from its stations; to eastern, New England and Canadian points, effective Apr. 15.

K. C. S. export rates from Nebraska and Kansas points thru Port Arthur, Tex., reductions, have been ordered suspended by the Interstate Commerce Commission until Aug. 1.

Western Trunk Lines in Sup. 21 to Circular I-J names seeds taking flaxseed rates, feeds taking corn rates, and grain products taking grain rates, effective May 1.

C. H. & D. in Sup. 10 to 5328A quotes rates on grain and grain products from Toledo, O., and its stations; to points in Canada and C. F. A. territory, effective Apr. 15.

C. R. I. & P. quotes a import rate of 22½c on wheat and 20 on corn from Galveston and Texas City, Tex.; to Ryan, Sugden, Waurika and Terral, Okla., effective May 1.

West Shore in A10129 quotes a rate of 6½c on wheat, 5¼c on corn and barley, 6c on rye, 4c on oats and 5½c on flaxseed from Buffalo, N. Y., to Undercliffe, N. J., effective Apr. 20.

D. L. & W. in Sup. 9 to C7655 quotes lake and rail rates on grain and grain products from Chicago, Ill., Milwaukee, Wis., and other stations; to eastern stations, effective Apr. 10.

K. C. Sou. in 46F quotes rates on grain and grain products between stations in Kan., Mo., Neb. and Ia.; and Texarkana & Ft. S. and its stations in Ark., Okla. and Mo., effective Apr. 8.

W. & L. E. in Sup. 10 to 827 quotes rates on grain, grain products from W. & L. E. and Toledo Terminal stations to points in C. F. A. territory, effective state Apr. 16, interstate Apr. 25.

M. K. & T. quotes a rate of 42½c on wheat, 38½c on corn and 39.7c on bran and corn chops from Featherston, Okla.; to New York, N. Y.; rate of 43c on wheat, 38½c on corn, 41.2c on bran and 41c on corn chops from Allen, Okla., to New York, N. Y.: and a rate of 41½c on wheat, 37c on corn, 41.2c on bran and 39½c on corn chops from Steedman, Lulu and Boggy, Okla.; to New York, N. Y., effective Apr. 23.

Wabash in Sup. 7 to B5003 quotes rates on grain and grain products from Elwood, Kansas City, Kan.-Mo., Omaha, Neb., Council Bluffs, Ia., and St. Joseph, Mo.; to western stations, effective Apr. 25.

Erie in B5078 quotes a proportional ex-lake rate of 4c on oats, 5½c on flaxseed, 5¼c on corn and barley, 6c on rye and 6½c on wheat from and east of Buffalo, N. Y., to New York, N. Y., effective Apr. 20.

C. N. O. & T. P. in RB3097 and DB4879 gives rates and rules governing oats and corn shipped from northern points and reconsigned and reshipped from Cincinnati, O., to southern stations, effective Apr. 15.

Erie in Sup. 9 to B2858 quotes ex-lake rates on wheat, oats, corn, barley, rye and flaxseed from and east of Buffalo, N. Y., to New York, Albany, Syracuse, N. Y., Boston, Mass., and Philadelphia, Pa., effective Apr. 20.

Wabash in Sup. 6 to C6675 quotes rates on grain, grain products and by-products from its stations west of Detroit River and on and east of Mississippi River; to Canadian and eastern seaboard points, effective Apr. 15.

C. B. & Q. in Sup. 38 to 1800B quotes rates on grain and grain products from Colo., Minn., Neb. and Wyo. stations; to Chicago, Peoria, Ill., St. Louis, Mo., Duluth, Minneapolis and St. Paul, Minn., effective Apr. 15.

Leland in Sup. 3 to 47F quotes rates on grain from stations in Ark., Colo., Ill., Ind., Ia., Kan., Ky., Mo., Neb., N. M., O., Okla., Tenn. and Wyo. and points on Mississippi and Missouri Rivers; to stations in La., effective Apr. 16.

C. N. O. & T. P. in RB3098 and DB4880 names rules governing transit privileges on grain from Aurora and Lawrenceburg, Ind., and intermediate stations when reshipped from Cincinnati, O., to points in southern territory, effective Apr. 15.

Pere Marquette quotes a rate of 14½c on grain and grain products to Aurora and Elgin, Ill., 15½c to Springfield, Ill., and 17½c to Burlington, Clinton, Davenport, Ia., and Quincy, Ill.; from Black Rock, Suspension Bridge and Buffalo, N. Y., effective Apr. 15.

Frisco quotes a rate of 25c on wheat, 22c on corn and linseed meal, 29c on hemp seed and 26c on millet and flaxseed between Atchison, Leavenworth, Kan., and Kansas City, St. Joseph, Mo.; and Bismark, Golden, Oak Bow and Broken Bow, Okla., effective Apr. 20.

C. & A. in Sup. 8 to 1596-B quotes a proportional rate of 14½c on barley, corn, oats, rye, wheat, and grain screenings, from Chicago, Peoria, and Pekin, Ill., to Mobile, Ala., New Orleans, Port Chalmette, and Westwego, La., when for export, effective Apr. 20.

C. R. I. & P. in Sup. 86 to 12450C quotes rates on wheat and corn between stations in Okla., and Chicago, Peoria, Ill., and Mississippi River points; also from Iuka, Kan., to St. Paul, Minn., Chicago, Peoria, Ill., and Mississippi River points, effective Apr. 24.

M. K. & T. quotes a rate of 19c on corn and 23c on wheat and millet seed from Clinton, Nevada and Sedalia, Mo.; to Pine Bluff, Ark.; also a proportional rate of 15c on corn, 21c on hemp and 18c on wheat, millet and flaxseed from Clinton, Mo.; to Pine Bluff, Ark., effective Apr. 23.

A. C. L. in GFO1544 quotes rates on corn shipped from Nashville, Tenn., and points in C. F. A. and Western territory thru Norfolk, Richmond, Petersburg, Jarratt, Pinners Point or Suffolk, Va., milled in transit at Wilmington, N. C., and reshiped to Carolina territory, effective Apr. 3.

C. R. I. & P. quotes a rate of 18c on wheat and 15½c on corn to Bickford and Ferguson, Okla., 25½c on wheat and 22c on corn to Texala, Okla., and 24½c on wheat and 22c on corn to Erick, Okla.; from Atchison, Leavenworth, Armourdale, Kansas City, Kan., Mo., and St. Joseph, Mo.; a rate of 23c on wheat and 21c on corn between Omaha, Neb., and Council Bluffs, Ia.; and Bickford and Ferguson, Okla.; 27½c on wheat and 25c on corn between same stations and Erick, Okla.; and 29½c on wheat and 26½c on corn between same stations; and Texala, Okla., effective Apr. 23.

C. I. & L. in Sup. 5 to 900-B classifies flax and grain screenings among the articles taking grain rates instead of those taking grain products rates; also quotes rates on grain and grain products from its station to Albany, Schenectady, Troy, N. Y., and Pittsburgh, Pa., effective Apr. 15.

Galveston, H. & S A. quotes an import rate of 24½c on wheat and 22c on corn from Galveston and Texas City, Tex.; to Vanoss, Vincennes, Stratford, Rosedale, Byars, Purcell, Washington, Gibbons Spur, Middleburg, Blanchard, Tabler, Cornville and Chickasha, Okla., effective Apr. 9.

Erie and **New York Central Lines** have issued tariffs applying corn rates on imported milo maize and kafir corn from the Atlantic Seaboard to interior points, including Buffalo. These reduced rates have been filed to take care of the milo maize and kafir imported from India, quite a little of which has been received.

C. H. & D. quotes a rate of 13½c on grain and grain products from Cincinnati, O., to Clinton, Davenport and Dubuque, Ia., 12c from Indianapolis, Ind., to Burlington, Davenport, Dubuque, Ia., East Burlington, Dubuque, Ill., and Hannibal, Mo.; and 13c from Toledo, O., to Burlington and Davenport, Ia., and East Burlington, Ill., effective Apr. 15.

C R. I. & P. quotes the following rates from Iuka, Kan.: 25¼c on wheat and 23c on corn and linseed cake to Chicago, Ill.; 25½c on wheat and 23c on corn and linseed cake to St. Paul, Minn.; 23¾c on wheat and 21½c on corn and linseed cake to Peoria, Ill., and 22¼c on wheat and 20c on corn and linseed cake to Mississippi River points, effective Apr. 23.

C. R. I. & P. quotes a rate of 38½c on millet and flaxseed, 41½c on broom corn seed and 63½c on broom corn between Chicago, Ill., and Addington, Ryan, Sugden, Terral and Waurika, Okla.; 36c on millet and flaxseed, 39c on broom corn and seed and 58½c on broom corn between Peoria, Ill., and same stations; 33½c on millet and flaxseed, 36½c on broom corn seed and 53½c on broom corn between Rock Island, Ill., and same stations, between Minneapolis and St. Paul, Minn., and the following stations: Addington, Okla., 30½c on wheat, 28c on corn, 44½c on flax seed and 47½c on hemp seed; Sugden and Waurika, Okla., 31½c on wheat, 28c on corn, 45c on flaxseed and 48c on hempseed; Ryan, Okla., 32c on wheat, 28c on corn, 45½c on flaxseed and 48½c on hempseed; and Terral, Okla., 33c on wheat, 28c on corn, 45½c on flaxseed and 48½c on hempseed, effective Apr. 23.

C. R. I. & P. in Sup. 7 to 27537-B quotes domestic and export rates on grain and grain products from its stations to eastern and Canadian basing points; also domestic and export rates on brewers' dried grains, corn oil cake, and articles taking same rates, from Joliet, Morris, Pekin, Peoria, Rock Island, Ill., Clinton and Davenport, Ia., to eastern and Canadian basing points; also reshipping rates on export grain from Peoria or Pekin, Ill., when from Trans-Mississippi Territory, to Baltimore, Boston, New York, Philadelphia, Halifax, St. John, Montreal and Quebec; also rates on grain, malt, flax and Hungarian seed from Atchison, Leavenworth, Kan., Kansas City, Kan.-Mo., and St. Joseph, Mo., to Columbus, Hickman, Paducah, Ky., Cairo, and Thebes, Ill., local, and to Cairo, Thebes, Ill., and Evansville, Ind., when destined to Southeastern and Carolina Territories; also rates on wheat, corn and oats from Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., Council Bluffs, Ia., and Omaha, Neb., to Ohio River Crossings when destined to Southeastern or Carolina Territories; also rates on grain, flaxseed and malt from Minneapolis and St. Paul, Minn., to C. F. A. Territory and to Ohio River Crossings when local and when destined to Southeastern or Carolina Territories, effective May 2.

RAIN DEALERS JOURNAL. 423

Quick Action
ON
Big Driers

We have told you in late issues of our activity in shipping small drying equipments — which we can do in five hours from receipt of the order.

Here's How We Handle Big Ones

The **Caughey-Swift** Company of Detroit on **February 26th** gave us a contract to build a big drier (15,000 bushels daily) with housing and all connections ready to use.

February 27th our building superintendent was on the spot with a corps of workmen and began operations. **February 28th** the structural steel was delivered and the masons began laying brick and tile. By March 9 all machinery and the drier, three carloads in all, had gone forward.

The work involves a new tile drier building 38 feet high, on top of the boiler house, together with conveyors, spouting, rope transmission, and steam connections; and **on or before April 1st** we will turn over the complete plant ready to dry grain.

The drier and machinery are on hand at our factory and will land in Detroit the day the erectors are ready for them.

Owning our own factory — employing a force of expert drier men the year round — carrying a large stock on hand, and **knowing how** to do these things — makes it possible for us to deliver drier equipments in a remarkably short time.

When **you** want a drier — in a hurry or not — wire, telephone or write us. We will respond — quickly.

Hess Warming & Ventilating Co.
907 Tacoma Building, Chicago

If you'd like a copy of Federal Corn Grades—for your office wall or your pocket—send us a card. No charge, and glad to send 'em to you.

Here's our ad of March 10

...on Loads Received | Record of Cars Shipp...

And here's the finished drier—

running and drying grain, on March 28th, **four days ahead of time,** in spite of March weather and foundations thirty feet up in the air.

No other grain drier concern could accomplish this in equal time.

Hess Warming & Ventilating Co.
907 Tacoma Building
CHICAGO

Supreme Court Decisions

Four Months' Limit on Claims Valid.—A stipulation in a B/L against liability of the carrier for damages, unless claim be presented within four months after delivery of the property, is valid.—Peninsula Produce Exchange of Maryland v. New York, P. & N. R. Co. Court of Appeals of Maryland. 89 Atl. 437.

Sale by Tenant of Share Refused by Landlord.—Where a landlord refused to comply with his contract to purchase his tenant's share of corn, and refused to accept it when tendered by the tenant, no notice of the time and place of a resale by the tenant was necessary.—Stanley v. Sumrell. Court of Civil Appeals of Texas. 163 S. W. 697.

Limitation of Carrier's Liability.—A stipulation in a B/L, establishing the measure of damages for loss of goods by a carrier differently from that fixed by statute, is valid and enforceable, and it is improper to allow a recovery for a greater sum than the amount fixed.—Southern Ry. Co. v. Brewster. Court of Appeals of Alabama. 63 South. 790.

Shipper's Proof of Weight in Claim for Loss in Transit.—A shipper suing a carrier for loss of goods during transit has the burden to show the amount of goods he placed in the car at the place of delivery to the carrier, where he and his helper did the weighing and loading.—Almon v. Chicago & N. W. Ry. Co. Supreme Court of Iowa. 144 N. W. 996.

Time to Credit Sale Value.—Where plaintiffs delivered hops to defendant to apply on the repayment of advances made by defendant, he should credit plaintiffs with the value of the hops at a time when plaintiffs urged their sale, and not merely with a less value at which they were subsequently sold.—Williamson v. Roberts. Supreme Court of Oregon. 138 Pac. 840.

Sale of Hay in Stack.—Where plaintiffs bought a stack of baled hay from defendant at $8.75 per ton, paying therefor on an estimated tonnage basis, and agreeing to adjust differences after the hay had been weighed and removed, the contract was not executory, but title passed on the making thereof.—Reed v. McDonald. District Court of Appeal, California. 136 Pac. 506.

Delivery without Surrender of B/L.—Where freight is shipped under shipper's order Bs/L directing the carrier to notify a third person, such direction only contemplates notice to the parties designated of the arrival of the consignment and does not authorize a delivery to them without production of the bills.—Woolston v. Southern Ry. Co. St. Louis Court of Appeals, Missouri. 160 S. W. 1023.

Limitation of Carrier's Liability.—A shipper's agent, empowered to make all the necessary arrangements for a shipment, is authorized to bind his principal by the receipt of Bs/L limiting the carrier's liability. The fact that a shipper assents to the terms of a B/L limiting the carrier's liability without reading it cannot deprive the carrier of its protection.—Johnson v. New York, N. H. & H. R. Co. Supreme Judicial Court of Massachusetts. 104 N. E. 445.

Penalty Clause Unlawful.—A by-law of a mutual co-operative society providing that it is the imperative duty of a corporation to pay each member the highest price for the sale of his produce that the market will stand, but that, should a competitor offer more than the corporation can pay, the member shall be obliged to pay the corporation a percentum on all produce sold to competitors, is void, being in re-traint of competition.—Ludewese v. Farmers Mutual Co-operative Co., of Hospers, Ia., Supreme Court of Iowa. 145 N. W. 475.

Landlord's Lien.—Where, in a contest between a landlord and a mortgagee of a tenant as to priority of liens on the crop of the tenant, the landlord claimed that the mortgagee agreed that his lien should hold its precedence without his taking legal proceedings to perfect it, the burden was upon the landlord to prove such agreement.—Barlow v. Fuller. Court of Appeals of Kentucky. 163 S. W. 742.

Margin Trading.—Statement of a customer to brokers carrying stocks for him on margin, that he was going away, and did not want to lose any more than they had to his credit, otherwise he would not be responsible, amounts to an order to sell so that they, not selling till the loss exceeded his margin with them, cannot recover of him the difference.—Hirsch v. Jacoby. Supreme Court of New York. 146 N. Y. S. 179.

Damages for Carrier's Delay.—In an action against a carrier for damages to a shipment of rice delayed in transportation, the burden was on plaintiff to show, not only that the damage occurred in transit, but to show the market value of the rice in the condition in which it should have been delivered to the consignee, and also its market value in the conditon in which it was delivered.—Gulf Coast Trans. Co. v. Dillard. Court of Civil Appeals of Texas. 163 S. W. 635.

Flour Bleaching.—The government, when proceeding to condemn, under the pure food and drugs act of June 30, 1906, § 10, an article of food which it claims is adulterated under § 7. subd. 5, of that act, because it contains "any added poisonous or other added deleterious ingredient which may render such article injurious to health," is charged with the burden of proving that the added poisonous or deleterious substance is such as may render such article dangerous to health.—United States v. Lexington Mill & Elevator Co. Supreme Court of the United States. 34 Sup. Ct. Rep. 337.

Limitation of Carrier's Liability.—The mere acceptance of a receipt containing a limitation on the amount of the carrier's liability will not, as a matter of law, charge the consignor with knowledge of such limitation, within Civ. Code, § 2176, providing that a consignor, by accepting a contract of carriage with knowledge of its terms, assents to any limitation on the amount of the carrier's liability therein contained; and hence a complaint was not demurrable because it alleged plaintiff's acceptance of such a receipt.—Curtis v. United Transfer Co. Supreme Court of California. 138 Pac. 726.

Initial and Connecting Carriers Liable.—Under Act Cong. June 29, 1906, c. 3591, § 7, 34 Stat. 593 (U. S. Comp. St. Supp. 1909, p. 1166), making the initial carrier in interstate transportation liable to the holder of the B/L for any loss or damage to the goods, a provision in the B/L of an interstate shipment, that the initial carrier or any connecting lines should not be held liable for the safe and proper carriage of the goods beyond its own line, was ineffectual to relieve any carrier of liability for negligence.—Gulf, C. & S. F. Ry. Co. v. Brackett-Fielder Mill & Grain Co. Court of Civil Appeals of Texas. 162 S. W. 1191.

Jurisdiction of Federal Courts.—Where suit was instituted against certain connecting carriers for loss of goods shipped in interstate commerce, the fact that the initial carrier's liability arose solely because of Carmack Amendment, § 7 (Act June 29, 1906, c. 3591, 34 Stat. 593 [U. S. Comp. St. Supp. 1911, p. 1307]), making an initial carrier liable for the default of connecting carriers forming a part of a thru route in interstate commerce, was insufficient to confer federal jurisdiction of the controversy between plaintiff and such initial carrier, where the amount in controversy did not exceed the sum or value of $3,000 as provided by Judicial Code (Act March 3, 1911, c. 231, 36 Stat. 1091 [U. S. Comp. St. Supp. 1911, p. 135]) § 24a.—Adams v. Chicago, Great Western R. Co. U. S. District Court, Iowa. 210 Fed. 362.

Freight Charges.—Since under the Carmack Amendment neither the consignor nor the initial carrier have presented any claim in bankruptcy against a purchaser of goods, though the delivering carrier could have done so, in an action by the initial carrier against the delivering carrier for the amount paid to the consignor for failure to deliver the goods shipped to shipper's order, and delivered without taking up the B/L, the delivering carrier could not set off an amount which it claims the initial carrier could have received from the bankrupt estate of the consignee.—Kansas City & M. Ry. Co. v. New York Cent. & H. R. R. Co. Supreme Court of Arkansas. 163 S. W. 171.

Evidence of Market Value.—In an action for the conversion of mortgaged wheat, a witness to the value of the wheat testified that he was an assistant grain buyer and weigher in an elevator, and the book from which he testified as to the value of the wheat at a particular time showed the daily purchases, weights, and market price of grain at the elevator, and entries therein were made daily in the usual course of business in witness' presence, by his brother-in-law, who is now dead, and witness testified that he knew such entries to be correct. Held, that witness was properly allowed to use such book to refresh his recollection in testifying as to the market price of wheat on a certain date covered by the entries therein.—Catlett v. Stokes. Supreme Court of South Dakota. 145 N. W. 554.

Measure of Damages for Carrier's Delay.—Where a shipper informs a carrier of the terms of his contract of sale at the time a car of melons is shipped, the carrier would be liable to him for any loss sustained from his inability to perform his contract, if due to its negligence in not delivering the melons within a reasonable time, the measure of damages being the difference between the contract price and their market value when delivery was made; but notice of the contract of sale given the carrier's agent on payment of the freight at destination, would not make the carrier liable for special damages, when through mistake it was impossible after notice to have delivered the car in time for the performance of such contract.—Gulf & I. S. Ry. Co. v. Blalock. Court of Civil Appeals of Texas. 162 S. W. 1009.

Transfer of B/L Not Bona Fide.—Complainant bank first accepted a B/L, covering a shipment of grain, and an attached draft on Feb. 10, and that draft and three other drafts against the same B/L were subsequently dishonored and taken up by the maker, and when the fifth draft was deposited, which was likewise dishonored and was not taken up, the B/L had been issued for more than three months. The grain covered by it was a domestic shipment to an adjoining state. Held, in view of the staleness of the B/L, that the bank was not an innocent transferee of the B/L and was estopped from recovering from the railroad company for negligently delivering the grain without the surrender of the B/L.—Fourth Nat. Bank of Nashville v. Nashville, Chattanooga & St. L. Ry. Co. Supreme Court of Tennessee. 161 S. W. 1144.

Recovery for Delay in Transmitting Telegram.—Under Rev. St. 1909, § 3330, providing that every telegraph company, on payment or tender of the usual charges as established by its rules, must transmit and deliver messages with due diligence by the most direct means available, under a penalty of $300 for every failure, the payment or tender of the fees before the message is accepted for transmission is a condition precedent to recovery of the penalty, and a sender of messages, who with the consent of the telegraph company signed due-bills for the messages which were to be collected after the messenger boys, who called for the messages, had delivered them to the sending office, is not entitled to recover the penalty; the transaction being essentially a credit one.—F. W. Brockman Commission Co. v. Western U. Tel. Co. St. Louis Court of Appeals, Missouri. 163 S. W. 920.

Water Barrels Save Five Elevators

The Toronto Roller Mills, Toronto, S. D., burned March 11th, about 8:30 p. m. The fire caught in the basement of the mill and was beyond control when discovered. Insurance, $4,000.

Some good work was done in saving two elevators. The Davenport Elevator Co.'s elevator caught fire and one side of the office was burned.

The E. A. Brown elevator, a modern cribbed structure, forty feet high, was on fire several times. When the fire brands began to land on the roof, the agent, C. A. Chester, climbed to the cupola and got busy with the barrel of water that was on hand. He wet down the roof thoroly on the side next to the fire, and says if it had not been for the barrel of water in the cupola the elevator would have burned. Later it was necessary to carry more water to the roof. This is the fifth fire for our company in two years, that has been put out with water from the water barrels in the elevator.—Tri-State Insurance Co., E. H. Moreland, Secy., Luverne, Minn.

The above testimonial to the efficiency of barrels of water and buckets is strong enough to induce every grain dealer who really *wishes to save his elevator from fire* to install buckets and barrels on each floor.

Insurance by the State Impractical.

If the states are to engage in the life insurance business, why not in the fire insurance business? And for that matter why not engage in all lines of business? Anyone who knows anything about the distressing inefficiency and wanton extravagance of the government will quickly appreciate that such a change would result in an increased cost of living that would stifle most of those now living on a salary.

The lazy men who are ever ready and willing to let the government do everything regardless of cost, and the political patriots who are ever eager to increase the army of pap suckers, will favor paternalism for all lines of business. Insurance may be a good line for a state government to try, because the losses will quickly force a realization of the inability of the average politician to manage a business successfully. Taxpayers will soon weary of contributing to the losses of an insurance company conducted by the state, regardless of its purposes.

TRI-STATE MUTUAL

GRAIN DEALERS FIRE INSURANCE CO.

of

Luverne, Minnesota

Write Elevator and Grain Insurance on the purely Mutual Plan, with *Cash Dividends* Annually.

Write the Secretary for Rates.

E. A. BROWN, Pres. — E. H. MORELAND, Sec.
V. E. BUTLER, V.-P. — B. P. ST. JOHN, Treas.

THE McCUMBER Bill for establishing federal grain inspection again came up for consideration in the Senate on Apr. 1; and Senator McCumber anticipated an early vote as only a few senators signified a desire to discuss it. Senator Nelson of Minnesota announced that he would not oppose its passage.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Imformation
Regarding Short Term Grain Insurance

Insurance Notes.

THE ILLINOIS workingmen's compensation law was sustained, both as passed in 1911 and as amended in 1912, by a recent decision of the Supreme Court.

THE NEW workmen's compensation law, recently passed by the Kentucky legislature, providing for state insurance which is optional and allowing a high indemnity to workmen is of great interest to all elevator operators.

THE GRAIN DEALERS NATIONAL MUTUAL FIRE INS. CO. will establish a general western agency at Omaha, Neb., in the Omaha National Bank Bldg. The branch offices hitherto conducted at Kansas City, Mo., and Sioux Falls, S. D., will be consolidated at Omaha Apr. 20, with Fitzgerald & McCotter as managers, for all territory west of the Mississippi River.

YOU

As An Elevator Owner

ARE

LEGALLY LIABLE

Under

Workmen's Compensation Laws

Full Information on Request

MILLERS MUTUAL CASUALTY INSURANCE CO. · CHICAGO · Safety 1st

THE BEST

Safest and Most Reliable Protection

At Absolute Cost

in this

Exclusive Company

of the

GRAIN & MILLING TRADE

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force $18,433,615.45. Cash surplus $473,253.91.

GEO. POSTEL, President — G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

SAFETY FIRST

MEANS

Sound limbs and health, a steady job and prosperity, and is practical

FIRE PREVENTION

Our Motto has always been

"SAFETY AND SERVICE"

Millers National Insurance Co., Chicago, Ill.
Western Millers Mutual Fire Ins. Co., Kansas City, Mo.
Ohio Millers Mutual Fire Insurance Co., Canton, Ohio
Pennsylvania Millers Mut. Fire Ins. Co., Wilkes Barre, Pa.
Mill Owners Mutual Fire Insurance Co., Des Moines, Ia.
The Millers Mutual Fire Insurance Co., Harrisburg, Pa.
Texas Millers Mutual Fire Insurance Co., Ft. Worth, Tex.
Michigan Millers Mutual Fire Ins. Co., Lansing, Mich.
Grain Dealers National Mut. Fire Ins. Co., Indianapolis, Ind.

Our Mutual Fire Prevention Bureau at Oxford, Mich., can help you.

Supply Trade

Muscatine, Ia.—A new grain cleaner and grader for farm use is being manufactured by Merryfield and Fish.

Dayton, Ohio.—C. J. Barbeau of the Barbeau Grain Huling Machine Co. is reported to have had very satisfactory business in Toledo recently, selling two of his machines to Toledo mills.

Chicago, Ill.—At a recent monthly meeting of the Board of Directors of the National City Bank of Chicago, it was decided to increase the surplus account to three quarters of a million dollars by transferring $250,000 from the undivided profit account.

Indianapolis, Ind.—James C. Benson has been granted a patent on a seed-cleaner and corn-grader, which he has recently invented. The Queen Grader & Cleaner Co., which will manufacture a seed cleaner, has been organized here and has opened its factory. John Maxwell is president of the company.—C. L.

Washington, D. C.—The Interstate Commerce Commission found recently, after review of the protest by the Baker Mfg. Co., Evansville, Wis., and the National Implement & Vehicle Ass'n, that the proposed tariffs which eliminate the inclusion of gasoline engines with windmills in mixed carload shipments, are not unreasonable. Order suspending operation of tariffs was vacated.

Montreal, Can.—At a recent meeting of the Canadian Society of Civil Engineers, a most interesting and instructive paper on elevator construction was read by J. Spelman. It is understood that a number of additional copies were prepared, and the readers of the Journal who so desire will probably be able to secure a copy by application to the Sec'y., Prof. McLeod, 176 Mansfield St.

St. Louis, Mo.—The Jos. F. Wangler Boiler & Sheet Iron Works Co. has just celebrated its semi-centennial anniversary, with an enviable record of 50 years of successful and steadily increasing business. The company manufactures boilers and sheet iron work of all description, but is particularly known to the grain trade as the makers of the Wangler type of steel grain elevators.

New York City, N. Y.—A recent illustration of the benefits of adequate roofing protection from fire was that of the Cunningham Grain Elevator of Cairo, Ill. Four tenement houses situated across a narrow street from the elevator were completely destroyed, and the elevator was in imminent danger from sparks and the intense heat. That the Cunningham property was saved was attribued to the fact that the grain warehouse had a Johns-Manville asbestos roof, and that asbestos paint was used. If your elevator isn't properly safeguarded from adjacent buildings of inflammable character, sparks from passing engines, etc., you will undoubtedly profit by writing the Johns-Manville Co., New York City, for literature of its products.

A duck which faithfully stuck to business during the summer and laid several dozen of large fawn-colored eggs complained that she wasn't appreciated. "See that hen over there," said the duck; "she hasn't laid as many eggs as I have, nor as big, but she has books written about her and verses composed in her honor, while nobody is saying a word about me." "The trouble with you is," said the wise rooster that was standing near, "that you don't tell the public what you have done. You lay an egg and waddle off without saying a word, but that sister of mine never lays one without letting every one in the neighborhood know about it. If you want to cut any ice in this community, you must learn to advertise."—*Exchange.*

Books Received

ELEVATOR CONSTRUCTION, by James Spelman, C. E., is an address read before the Canadian Society of Civil Engineers on the history and present developments of grain elevators. Fotografs of numerous modern concrete plants are appended.

SOYBEANS AND COWPEAS, by A. T. Wiancko, M. L. Fisher, and C. O. Cromer, gives instructions for the growing of these important forage and soil-building crops in Indiana. Bulletin 172, Purdue University Agricultural Experiment Station, Lafayette, Ind.

WHEAT, its Soil Troubles and Possible Methods of Control is a new bulletin just off the press of the North Dakota Agricultural College explaining the deterioration of wheat crops as due to fungous parasites, by Professor H. L. Bolley. Bulletin 107, North Dakota Exp. Sta., Agricultural College, N. D.

ILLINOIS WAY OF BEAUTIFYING THE FARM is full of valuable suggestions to the farm owner or grain elevator operator who wishes to improve the appearance of his property by planting trees, bushes, shrubs or flowers. This 32-page pamphlet, 9x12 inches, is profusely illustrated, and is issued as Circular 170 of the Agricultural Experiment Station, Department of Horticulture, University of Illinois, Urbana, Ill.

FLASK FOR DETERMINING MOISTURE IN FLOUR AND MEAL, by John H. Cox, assistant in Grain Standardization, describes a specially designed flask for use with the Brown-Duvel Moisture Tester to determine the moisture content of flour, meal and other finely ground grain products. This flask is like the ordinary flask except that it has a double wall, making it similar to an oatmeal boiler. These walls provide a jacket which is filled with mineral oil for the purpose of protecting the flour or meal and preventing it from burning during the test. Bulletin No. 56, U. S. Department of Agriculture, Washington.

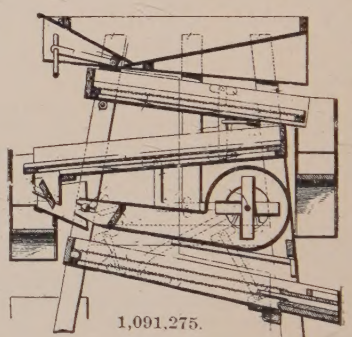
FODDER AND PASTURE PLANTS, by Geo. H. Clark and M. Oscar Malte of the Canadian Department of Agriculture covers in comprehensive fashion all of the grasses that will grow in Canada. The opening chapter is devoted to a non-technical description of the various parts of a plant and their duties. Space is also given to the proper preparation of land for pastures and the methods of seeding. Each important grass is then separately described, its history, valuable varieties, agricultural value, the conditions under which it will grow and a description of the seeds, with their common impurities being given. Color plates, showing the entire plant, the head, and the flowers in their natural colors for 25 of the important grasses are included in the book. A plate at the end shows the seeds of 20 grasses in their natural colors. These plates, by Norman Criddle, are works of art. The Canadian farmer (and the same applies to our own farmer), usually gives little thot to the selection of the grasses best adapted to his pastures. This book is intended to guide him to more intelligent selections. Cloth, 143 pages. Sold by Superintendent of Stationery, Government Printing Buro, Ottawa, Ont.; price 50 cents.

Patents Granted

Scale. No. 1,091,349. (See cut.) Victor O. Klingler, Slayton, Minn. This scale consists of a scale beam and a number of buckets mounted to move on this beam. Concentric valves are provided to regulate the discharge of grain into the buckets. The weight of the grain in the buckets eventually operates a mechanism for closing the valves and also a secondary device for steadying the bucket while it is being weighed.

Wagon Dump. No. 1,092,093. (See cut.) John V. Cizek, Clutier, Ia. This dump consists of a suitable housing containing a traveling apron and a hopper, made of end-boards attached to the housing, and side-boards pivoted and adapted to fold downwardly both in the same direction and forming part of a continuous platform when folded. A lever and rocking shaft device regulates the side-boards to open and close the dump.

Seed Cleaner and Corn Grader. No. 1,091,275. (See cut.) James C. Benson, Indianapolis, Ind. This machine consists of a receivng hopper, an upper chaff shoe, an intermediate screening shoe, and a bottom screening shoe. A receiver is provided for the larger grains and chaff from the intermediate shoe pass. A blast fan is located between the intermediate and the lower shoe. Chutes and receiving receptacles are provided for leading the grain from one screen to the other and for taking care of the tailings.



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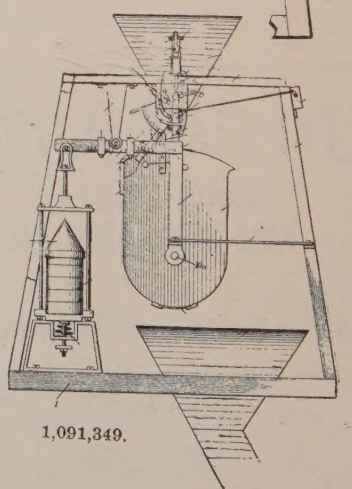

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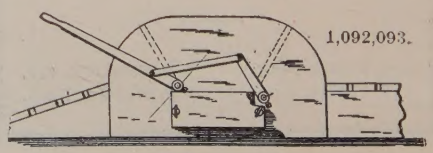

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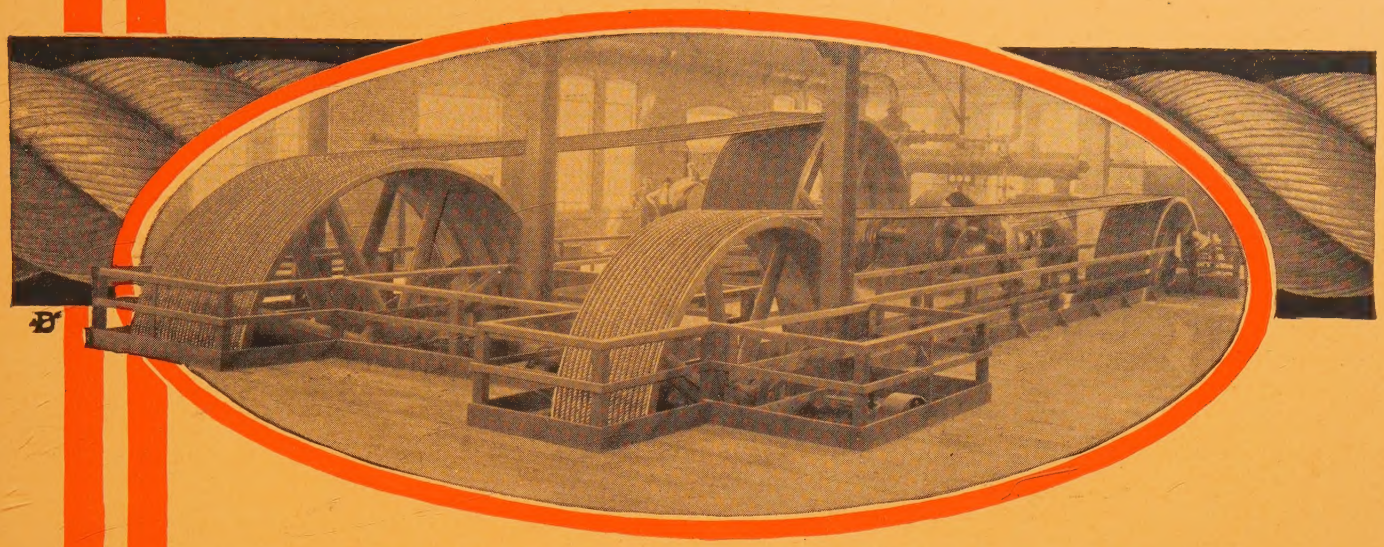

The Power You Produce *Costs* Money
The Power You Apply *Makes* Money

THE POWER YOU PRODUCE *COSTS* MONEY

The following is an extract from an article by Richard Howarth in Practical Engineer of Nov. 1, 1913. Writing on the installation cost of a 1000 h. p. drive and comparing the belt and rope systems, he says:

"Cost of belt and pulley is $5114 00 cost of ropes and pulley $4200.00—a total saving of about $914.00 by the rope system."

That's 18% saved in installation—on your investment to *produce* power.

THE POWER YOU APPLY *MAKES* MONEY

Quoting from Mr. Howarth's article again:—

"One of the greatest drawbacks of belts is the amount of slip caused by the air cushion between the belt and the pulley face, which is a serious factor to contend with."

That's power going to waste—power that should *make* money for you.

¶ Then your operating profits are largely dependent upon the efficiency of both the method and the agency you use in putting power to work.

¶ To bring these profits up to the maximum the Method should be —Rope Driving. The Agency *must* be

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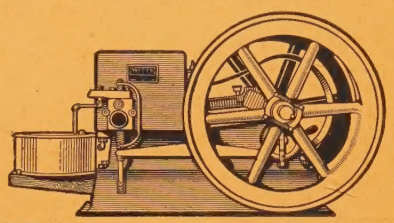

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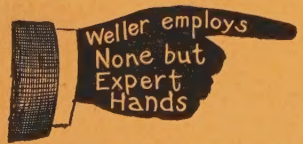

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